





## Intimations.

WHAT TO DRINK!  
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS

AND  
CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS

AND  
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times  
Champagne Bitters and Whiskey is  
good.

Stick to this advice and you'll  
never know you have a liver.

WATKINS,  
LIMITED.

Chemists and Aerated Water

Manufacturers.

Hongkong, 13th August, 1901. [714c]  
GREEN ISLAND CEMENT COMPANY,  
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.  
\$3.30 per 1845 lbs. SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 1st June, 1901. [10]  
A. CHEE & Co.

17A, Queen's Road, Central.

ESTABLISHED 1859.

FURNITURE DEALERS:  
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-  
tresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen  
Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and  
Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

## KELLY &amp; WALSH, LD.

TROPICAL DISEASES, with 11 Illustrations  
and two coloured Plates, by Dr. Patrick  
Manson ..... \$6.50  
"HELLESPONT" ON BRIDGE ..... 3.00  
THE ARROW WAR WITH CHINA, by Chas.  
Leavenworth ..... 2.25  
THE EXPANSION OF TRADE IN CHINA,  
by T. H. Whitehead ..... 0.70  
THE TRIAD SOCIETY OF HEAVEN AND  
EARTH ASSOCIATION, by W. Stanton ..... 3.50  
A JAPANESE MARRIAGE, by Douglas  
Sladen ..... 1.25  
TRANSACTIONS OF THE KOREA BRANCH  
OF THE ROYAL ASIATIC SOCIETY, Vol.  
I ..... 3.25  
FRIEND TOMMY AND OTHER TOPICS, by  
Jess Chunchinjo ..... 1.00  
TRADE AND SHIPPING OF SOUTH-EAST  
ASIA ..... 0.80

THE

ROBINSON PIANOFORTE CO.,  
LIMITED.

All the best known makes kept in Stock.

The Greatest Assortment of Musical Instru-  
ments in the Far East.

Constant Shipments of all the Latest Music.

Hongkong, 2nd September, 1901. [953c]

## BOTTLED ALES AND BEERS.

IND COOPE & CO., ALE	per 8 doz. Pints	\$15.00	Per doz. \$2.00
BASS LIGHT GRAVITY ALE	4 Quarts	15.00	3.75
DO.	8 Pints	17.00	2.25
BASS, BOAR'S HEAD	8 " "	22.00	2.75
TENNENT'S	8 " "	17.00	2.25
EL CAPITAN, Pilsener	4 Quarts	13.00	3.50
DO.	6 Pints	13.00	2.25
JUBILEE, DO.	4 Quarts	13.00	3.50
DO.	6 Pints	13.00	2.25
MUNICH, Dark	4 Quarts	14.50	3.75
DO.	6 Pints	14.50	2.50
BLATZ, American	10 " "	25.00	2.50
PACIFIC, DO.	10 " "	25.00	2.50

H. PRICE & CO.,  
12, QUEEN'S ROAD.

Hongkong, 17th September, 1901. [953c]

To-day's  
Advertisements.

WANTED CIVIL ENGINEER'S AS-  
SISTANT, Accurate Leveler able to  
measure up piece work and make surveys.  
Apply by Letter No. 476 Box Hongkong Tele-  
graph, giving Qualifications, Testimonials and  
Salary required.

WANTED PRACTICAL EUROPEAN  
OVERSEERS (or GANGERS) none  
but men who have had Practical Experience  
in Excavation and can give good References  
need apply.  
Apply by Letter No. 477 Box Hongkong Tele-  
graph, giving Qualifications, Testimonials and  
Wages required.

WANTED PRACTICAL TIME-KEEP-  
ERS, only those who have had Experi-  
ence and can give good Testimonials need  
apply. A knowledge of Chinese would be a  
Recommendation.  
Apply by Letter to No. 478 Box, Hongkong  
Telegraph, giving Qualifications, Testimonials  
and Salary required.  
Hongkong, 17th September, 1901. [1026c]

AUSTRIAN LLOYD'S STEAM NAVA-  
TION COMPANY.  
STEAM TO YOKOHAMA AND KOBE.  
THE Company's Steamship

"TRIESTE,"  
Captain Mills, will leave for the above places,  
on THURSDAY, the 19th instant, at Daylight.  
For Freight or Passage, apply to  
SANDER, WIELER & Co.,  
Agents.  
Hongkong, 17th September, 1901. [926c]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.  
FOR MANILA (DIRECT).  
THE Company's Steamship

"LOONGSANG,"  
Captain Weigall, will be despatched as above  
on FRIDAY, the 20th instant, at 5 P.M.  
This Steamer has Superior Accommodation  
for First class Passengers, is fitted throughout  
with Electric Light and carries a Doctor.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 17th September, 1901. [1025c]

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
FOR SHANGHAI, NAGASAKI, KOBE  
AND YOKOHAMA.  
THE Company's Steamship

"LAOS,"  
Captain Riquier, will be despatched for above  
ports on or about TUESDAY, the 24th instant.  
For further Particulars, apply at the Com-  
pany's Office.  
P. DE CHAMPMORIN,  
Acting Agent.  
Hongkong, 17th September, 1901. [1024c]

To-day's  
Advertisements.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.  
FOR PAKHOI AND HAIPHONG.  
THE Company's Steamship

"HAILONG,"  
Captain Bathurst, will be despatched for the  
above Port, TO-MORROW, the 18th instant,  
at Noon.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & Co.,  
General Managers.  
Hongkong, 17th September, 1901. [1023c]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.  
FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship

"HAITAN,"  
Captain Roach, will be despatched for the  
above Ports, on FRIDAY, the 20th instant,  
at 10 A.M.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & Co.,  
General Managers.  
Hongkong, 17th September, 1901. [1020c]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.  
FOR AMOY AND TAMSUI.  
THE Company's Steamship

"HAICHING,"  
Captain Davis, will be despatched for the  
above Ports on FRIDAY, the 20th instant, at  
Noon.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & Co.,  
General Managers.  
Hongkong, 17th September, 1901. [1021c]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.  
FOR SINGAPORE, PENANG AND  
CALCUTTA.  
THE Company's Steamship

"LAISANG,"  
Captain Payne, will be despatched as above  
on TUESDAY, the 24th instant, at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 17th September, 1901. [1022c]

AUSTRIAN LLOYD'S STEAM NAVA-  
TION COMPANY.  
NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID,  
ADEN, KARACHI, HOMBAY, COLOMBO,  
PENANG AND SINGAPORE.  
THE Steamship

"TRIESTE,"  
having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, whence delivery may be obtained.  
This Vessel brings Cargo:  
From Venice, 24 S.S. Metropolis transhipped  
at Trieste.  
From Levant Ports, ex S.S. Gilda.  
Optional Cargo will be discharged here, unless  
notice to the contrary be given immediately.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent in to the Office of the Undersigned before  
Noon, on the 23rd instant, or they will not be  
recognised.  
No Fire Insurance has been effected, and  
any Goods remaining in the Godowns after the  
23rd instant, will be subject to rent.  
Bills of Lading will be countersigned by  
SANDER, WIELER & Co.,  
Agents.  
Hongkong, 17th September, 1901. [926c]

PACIFIC MAIL STEAMSHIP COMPANY.  
NOTICE.

CONSIGNEES OF CARGO per Steamship  
"CITY OF PEKING."  
The above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature, and to  
take immediate delivery of their Goods from  
alongside.  
Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.  
GEORGE ECKLEY,  
Acting Agent.  
Hongkong, 17th September, 1901. [1021c]

Intimations.  
BOARD  
AND  
RESIDENCE.

MRS. HUBBARD.  
166, QUEEN'S ROAD EAST.  
Hongkong, 11th September, 1901. [1005c]

CHS. J. GAUPP & CO.,  
CHRONOMETER, WATCH, AND CLOCK  
MAKERS, JEWELLERS, SILVER  
SMITHS, AND OPTICIANS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemars' Watches  
awarded the highest Prizes at every Exhibition;  
and for Voigtlander and Sohn's  
CELEBRATED OPERA GLASSES,  
MARINE GLASSES AND SPYGLASSES.  
Nos. 44 & 46, Queen's Road Central. [558c]

C. E. WARREN,  
BUILDING CONTRACTOR,  
WYNDHAM STREET (Opposite to the  
CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED  
AND FIXED, DRAINS, TRAPS,  
WASTE PIPES, &c., CLEANSED, AND RE-  
PAIRED. Sanitary Board Notices receive  
prompt attention. Agent for MOSAIC TILES.  
Prices on Application. [558c]

AN APPEAL.  
THE SUPERIORESS OF THE ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.  
Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.  
Ladies and Children's Under-clothing, Em-  
broidered Dresses, and all kinds of Embroidery.  
Materials can be supplied, if required.  
The Superioress will also be most grateful  
for any PAPER, or old ENVELOPES, to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.  
Hongkong, 7th April, 1902.

## Intimation.

A. S. WATSON & Co.,  
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

WATSON'S

CELEBRATED

E

BLEND.

VERY OLD LIQUEUR

SCOTCH  
WHISKY.

Pronounced by Connoisseurs to

be the BEST BRAND in the FAR  
EAST.

Per Dozen . . . . . \$15.00

A. S. WATSON & CO. LIMITED.  
THE HONGKONG DISPENSARY.

DEATH.  
On the 9th instant, suddenly, at Singapore,  
LEONARD MOESSNER, of Nürnberg, Germany,  
in his 32nd year. Deeply regretted.

The Hongkong Telegraph  
HONGKONG, TUESDAY, SEPTEMBER 17, 1901.

## NOTES AND COMMENTS.

The New President.

A deal of interest must naturally centre  
just now in Mr. ROOSEVELT, who, by the  
unfortunate death of President MCKINLEY  
at the hands of an assassin, has now suc-  
ceeded to the Presidency of the United  
States. Mr. ROOSEVELT has stated that he  
intends to continue, absolutely unbroken,  
the policy of his predecessor, as he con-  
siders that that policy was conducive to the  
honour and prosperity of the country. In  
this utterance we have an assurance that the  
policy of expansion in which the United  
States embarked under the late President  
will be continued, and doubtless Mr. ROOSE-  
VELT will strive to follow in the footsteps of  
his late chief to the best of his ability. But  
can he do so? That is a question which  
will puzzle the heads of politicians until  
such time as Mr. ROOSEVELT has proved  
his fitness or otherwise for the great task  
which he has undertaken.

Judging by the American press, there seems  
to have been very little in common between  
Mr. MCKINLEY and his successor. Mr.  
MCKINLEY was more of a student and had  
trained himself to approach all matters with  
judicial calm. He was a man who would  
never act except after mature consideration  
and was, we are led to believe, rather  
cautious in his diplomacy and not inclined  
to rush into anything which might bring  
complications upon his country until all the  
pros and cons of his contemplated action  
had been well weighed. The character of  
Mr. ROOSEVELT does not strike one in this  
light. As the leader of the rough riders he  
would hardly expect him to be very prone to  
thought. His past career leads one to  
believe that he will be quick to act and  
very abrupt in his dealings. Thus it is not  
surprising that a general feeling of anxiety  
should prevail at the present moment to see  
how the new President will conduct the  
affairs of the nation. The United States, by  
the adoption of their expansion programme  
have done away once and for all with their  
isolated position. They can no longer sit  
safely off and quietly watch while Europe is  
discussing some world problem. Their new  
position will force them into taking a hand  
in the game, much as they were drawn into  
the Chinese imbroglio. The question is, will  
President ROOSEVELT be the right sort of  
man to have at the helm at such a time? Will  
not his impulsiveness be apt to lead the  
nation into complications in threading the  
narrow ways of diplomacy along which the  
United States is now obliged to march in  
company with other Powers?

The Shanghai Garrison.

The China Gazette, as will be seen by  
reference to another column, has come to  
the conclusion that the Shanghai Garrison  
is not wanted, and should be sent away im-  
mediately. This is very unkind of our  
Shanghai contemporary, which quite seems  
to forget the somewhat hysterical panic  
which overtook Shanghai last year. Shanghai  
hadn't got a garrison then and Shanghai  
drilled and drilled, and looked fierce, and  
went about armed to the teeth in a very  
official manner. We would also remind the  
China Gazette that when the garrison did  
arrive, Shanghai felt very much relieved and  
said and did all sorts of nice things to show  
how welcome that same garrison was. We  
don't know whether our contemporary keeps  
an old field-gun on the stairs, loaded to the  
muzzle with lead type, and has its editorial  
sanctum carefully barricaded with bales of  
paper, but we fancy there must be some  
reason for this kind of the sudden access of  
confidence on the part of the Gazette. We  
wonder if any of the soldier men have  
offended it—or what?

COTTAM & Co. for SILK SOCKS and  
PUMPS.

MR. BARTON, Premier of the Australian  
Commonwealth, states that Queensland is  
willing to transfer the control of New Guinea  
to the Commonwealth Government. New  
South Wales and Victoria will probably give  
their consent.

M. OLAROVSKY, the Russian Minister to  
Siam, and Madame Olarovsky and daughter  
are proceeding from Bangkok to Saigon about  
the 20th instant. [Madame Olarovsky has been  
ordered to Vichy on medical advice. A French  
gunboat will be sent by M. Doumer, the  
Governor-General of French Indo-China, to  
take them to Saigon.]

MR. JOURDAN, of Bangkok, is said to have  
secured the contract to run the new Bangkok-  
Singapore line of French steamers. The  
concessionaire was M. Portal, civil engineer,  
and the subsidy is £12,000 a year for fifteen  
years. There are to be three steamers. Accord-  
ing to the terms of the concession they must  
be of not less than 400 tons net and have an  
effective speed of 11 knots.

REUTER'S TELEGRAMS.  
THE DEATH OF PRESIDENT  
MCKINLEY. CLOSING SCENES.  
LONDON, September 14th.

President McKinley expired at 2.15 this  
morning.  
Consciousness was lost at 7.50 the pre-  
vious evening, and never regained.

The dying President's last words were—  
"goodbye to all, goodbye, 'tis God's way,"  
and "His will be done."

The immediate cause of death has not yet  
been determined.

THE NEW PRESIDENT.  
Vice-President Roosevelt will take the oath  
of office as President wherever he may hap-  
pen to be at the time authentic news of Pre-  
sident McKinley's death reaches him.

The Cabinet will resign in a body, to give  
the new President an opportunity of forming  
a fresh Cabinet should he desire to do so.

THE LATE PRESIDENT  
MCKINLEY.  
September 15th.

The autopsy report on the body of the late  
President McKinley, says that nothing could  
have availed against the gangrene which was  
found to have developed in the tissues along  
the track of the bullet which pierced both  
walls of the stomach, and tore the kidneys.

The body of the late President now lies in  
state at Washington, and will be interred at  
Canton, Ohio, on Thursday, which day has  
been proclaimed by President Roosevelt, a  
day of mourning and prayer.

THE NEW PRESIDENT.  
President Roosevelt after taking the oath  
of office, declared that he would continue,  
absolutely unbroken, the policy of the late  
President McKinley, which he said was for  
the prosperity and honour of the country.

ENGLISH SYMPATHY WITH  
AMERICA.  
King Edward has ordered a week's  
mourning in memory of the late President  
McKinley.

The London Stock Exchange voluntarily  
suspended business on Saturday last and the  
Glasgow and Liverpool Exchanges were  
closed officially.

LOCAL AND GENERAL.  
THE ENGLISH MAIL of the 17th August  
was delivered in London on the 14th instant.

"WHERE ARE THE POLICE," is the title  
of a pair of photographs which have been sent  
to us. They are taken from Pedder Street  
looking towards the wharf, and the first shows  
a couple of beachcombers just commencing to  
fight, while an Indian constable is strolling  
away from them. The second shows the same  
scene with a crowd collected round the fighters  
and the constable standing afar off and care-  
fully looking the other way.

THE RUSSIAN MINISTER OF Education  
has signalled his accession to office by another  
repressive measure directed against the Jews.  
He has instructed his subordinates not to permit  
more than two per cent. of Jewish students to  
attend the technical high school of Odessa,  
Warsaw, and Kieff. Of late years Jewish stu-  
dents have been pressing into these institutions  
in far greater numbers than according to their  
proportion to population. The result is that  
Jews, as engineers and technical authorities,  
fill positions which in the opinion of the Russian  
Government would be better filled by the  
Orthodox. In the Russian universities not  
more than five per cent. of the students may be  
Jews.

A HOME CONTEMPORARY says:—You  
ask typical Londoners what a "holder boy"  
is, and nine out of ten couldn't tell you. He  
is, in every harvest field just now where the  
farmers are "canting." He sits on the fore-  
horse and hollows. "Holder" whenever the  
"pitchers" are ready for the wagon to go on.  
Holder is merely a caution to the loaders  
on the wagon to "hold there" or not fall off—  
a very necessary warning, as you would appre-  
ciate fast enough if you had ever been on the  
top of a load of wheat. A "holder boy" will  
get perhaps seven shillings a week with a  
"halfpint" whenever the "oil-can," as the har-  
vest men call the refreshing beer, comes round.  
But to sit on a horse is a fascination for the  
small boy, no matter whose son he may be,  
and the "young master" is often given a leg  
up on his favorite fore-horse. The writer has  
vivid recollections of a lad who has been in  
South Africa since the war began, and is now  
a captain on Kitchener's headquarters staff.  
"hollering holder" in a squeaky voice on a  
Norfolk farm and on a noble chestnut horse  
called Sam twenty years ago. Sam is dead.  
Major Wrigley was gazetted for distinguished  
service the other day.

PLAIN CLOTHES FOR TOMMY.  
A POPULAR CONCESSION.

The following amendment has been made in  
the King's Regulations for the Army:—  
"Warrant officers are permitted to wear plain  
clothes under the conditions laid down for  
officers. Permission to dress in plain clothes  
when on furlough or pass may be given to non-  
commissioned officers, and to men of good  
character, provided that they wear uniform on  
leaving and returning to their station. Such  
permission will be entered on the furlough  
form or pass, and initiated by the officer  
granting it. Plain clothes will not be kept in  
barrack-rooms."

COTTAM & Co. for EVENING DRESS  
SHIRTS.



THE COCHRANE STREET  
COLLAPSE.

## THE ENQUIRY TO BE REOPENED.

## ARCHITECTS TO BE EXAMINED.

We hear that the enquiry into the recent collapse of houses in Cochrane Street, whereby so many people lost their lives, is to be opened shortly. It is said that several of our leading architects are to give evidence and that the cause of the collapse and the question of who is to blame will be thoroughly gone into. We trust that this will prove to be the case and that the result of the enquiry will be put upon the shoulders of somebody or other. So long as collapses due to jerry building can occur without anyone being brought to book, it will be foolish to hope for any great improvement in building methods, but if it can once be shown that people will be held responsible for shoddy work, a great change will come over the face of matters.

A PROPOSED SCHOOL OF SCIENCE  
FOR HONGKONG.

As will be seen by the perusal of the following letters and memoranda that have been widely circulated amongst the Chinese, it is proposed by the Rev. C. R. Hagar of the American Board Mission to start a College of Science for Chinese students only. Mr. Hagar has been in Hongkong for a number of years, and by his untiring devotion to his work has gained the respect of everyone he has come in contact with. From the rough outline of the scheme, we are sorry to say we predict utter failure, and Mr. Hagar will have to provide some better entertainment to fill the upper part of his new building. The Viceroys of Canton struck the key note when he pointed out the importance of teaching the Chinese youth their own language. It seems like teaching a child words of three syllables while passing over the importance of the alphabet. A youth who hopes to write Chinese when he is about 18 years old is asked to learn Western Science when he is fourteen.

Some years ago the American Board Mission in Hongkong under the Rev. C. R. Hagar, M.D., D.D., purchased a block of land in Tai-ping-shan with funds subscribed by the Chinese converts. A four storey building was erected and is now complete. The ground and first floors are to be used entirely for church purposes and the proportionate cost of land and building to be defrayed by the church. The third and fourth floors are proposed to be utilized. Most of the leading Chinese in the Colony have been circulated, asking their support either financially or by lending their names to the proposed institution. This first circular, which we call the outlining of the scheme, is as follows and in producing the translation, strict attention has been paid to the sense, while we do not pretend to give the exact wording.

## CIRCULAR.

The College shall be called the Hongkong Scientific Institution.

The following sciences will be taught in three classes, Chemistry, Electricity, Surveying, Astronomy, Mechanics, Metallurgy, Agriculture, Mining, Architecture, Lithography and Assaying.

It is proposed to engage both European and Chinese professors to instruct in the various subjects.

Those students who understand English will be taught in that language, while those who do not, will receive tuition in the Chinese tongue. Every student must be of the age of fourteen or over.

The necessary fees must be paid in advance, amounting in all probability to about \$50 a year.

Each student can pick out any of the subjects he wishes to study from the list.

Any expenses, apart from the lectures, such as books, chemicals, &c. must be paid for by the students.

Two examinations will be held a year, in both languages, each class being examined separately.

A student must start in the 1st class and prove himself worthy of advancement to the 2nd and so on to the 3rd.

Any student passing the 1st class examination will be granted a diploma and can teach anywhere, but it is hoped he will still continue to subscribe to the college.

Any subscriber of \$1,000 can enter a student free.

All accounts will be gone into by a committee of management, who will meet twice a year.

At first the knowledge imparted will be purely elementary and, if successful, branches will be opened in Kowloon and the interior.

The above are the outlines of the proposed college and give a fairly clear idea of the lines on which it will be worked.

There is also a letter from the Rev. C. R. Hagar of the American Board Mission which runs as follows:—

"Having a building in Tai-ping-shan, it is proposed to utilize part of it for a College of Science for the cultivation of the talents of the Chinese. The building is now complete. I have received the very best wishes from His Excellency the Governor, The Viceroy of Canton and Mr. A. W. Brewin, (Acting Registrar General) so trust that our appeal for funds will be well replied to. As a prominent man and one always willing to do good in a good cause, we hope you will help. As the teaching of science must be very beneficial to the Chinese. Trusting you will join the board of management and help us to raise the money, yours, &c."

COTTAM & CO.'S LATEST SHAPES IN  
LINEN COLLARS.

There is also another circular enclosed, explaining the objects of the institution, which goes somewhat as follows:—

The portion of the building used by the Mission will be managed by the Mission people.

The upper part of the building will be looked after by a separate committee to be elected.

Subscriptions from the public will be used in fitting up the class rooms &c. and balance will be kept for the college, not applied in any way to the Mission.

The appeal to the public is to provide tutors, instruments, &c.

Here follows a letter received from the Hon. J. H. Stewart Lockhart (Colonial Secretary):—

Sir,—In reply to your letter of the 25th, I am directed by His Excellency the Governor to inform you that any effort amongst the Chinese to forward the teaching of natural and philosophical science would meet with his support, and hopes the new undertaking will prove a success.

I remain,

From the Viceroy of Canton the following letter is appended.

I am very glad to see such an institution started. To teach the youth of China is one of the most important of duties. When I first came to Canton last year, I had this scheme in my mind but was faced by three difficulties. Firstly, although Canton is known as a very wealthy place, it is very difficult to raise money in, and no money in the treasury could be allotted to such a proposition. Secondly, to teach one or two sciences only would render the college incomplete and it will be found very difficult to procure teachers to instruct in all the different branches. Thirdly, I think it of the utmost importance that Chinese boys should first learn the Chinese language thoroughly. Our Government examinations are soon coming on and all students are very busy preparing themselves; at the same time I wish you every success and when I have time will write fully on the subject and do all in my power to help.

Mr. A. W. Brewin, who in 1898 was Inspector of Schools, wrote in the following strain:—

I have heard you have bought a piece of land to start a church and also a school of science. I think very highly of the proposition. Chemistry as we know, is the basis of physics; from it we find out the origin of everything in the universe, even to proving the presence of a Creator. The effect of learning chemistry must enrich a country's mind and especially the individual who studies. The benefits of this study are innumerable and the laws so incontestable as, in a way, to help to prove the truth of salvation. The Spirit moving amongst us although not seen, can be proved by chemistry and help us to understand the working of the Great power. Great results sometimes have small beginnings and in teaching chemistry you will help your work of preaching the Gospel.

Yours, &c., &c.

There is also a copy of letter to be signed and returned to Mr. Hagar with apology for sending it and not leaving to the recipient the writing of a reply.

THE WRECK OF THE  
"ISLANDER."

SIXTY-FIVE LIVES LOST.

Details of the wreck of the Canadian Pacific Navigation passenger steamer *Islander*, announced by direct telegrams from London at the time, are to hand by the Canadian mail. The disaster occurred on August 15th, at 2.30 in the morning. The vessel, which was the flagship of the C. P. N. fleet and the largest and fastest passenger steamer on the Victoria-Skagway route, collided with an iceberg off Douglas Island, Alaska, while on her way south with the largest number of passengers that she has carried since she was replaced on the run a few months ago, and sank within fifteen minutes after striking. Capt. Foote, her master, and about 65 persons, including passengers and members of her crew, were drowned. The steamer left Skagway on the even of Wednesday the 14th ult. and was proceeding out of Lynn canal when the collision occurred. Most of the passengers and the members of the crew who were in bed were rudely awakened by the shock. The majority got out on deck in time to be saved in the boats, which were quickly manned, but a large number went down in their staterooms.

Capt. LaBlanc, pilot of the wrecked *Islander*, who was on the bridge and in charge of the steamer at the time of the wreck, tells of the disaster as follows. He says the stars could be seen through the gaps in the clouds—in fact, it was a fairly good night. The *Islander* was going along at nearly full speed, making fourteen knots. At 2.30 on the morning of Thursday, the 15th, without any warning whatever, she struck a piece of ice, how large it is impossible to say, for no one saw it. The officers had expected to meet ice, but said Capt. LaBlanc, like all others running steamers to Alaskan ports, they figured that any piece of ice that could not be seen could not do any damage to speak of.

Capt. LaBlanc was standing on the starboard side of the *Islander's* bridge at the time of the accident with his night glasses, and was looking along the steamer's course for ice. Just before the steamer struck, he had seen a piece of ice on the starboard bow and had cleared her, and was looking for any other bergs that might be there, but nothing was to be seen of any ice, and not until the vessel struck was he aware of the proximity of the ice. He did not see the ice after the vessel struck. As soon as the crash occurred, he rushed to the port side of the bridge, but saw nothing, for the small berg which brought death in its wake for many of those on the steamer, had completely disappeared under the vessel. The crash was not a

COTTAM & CO. for SNOW'S and BUCK-  
INGHAM and HECHT'S BOOTS and  
SHOES.

heavy one—in fact, Mr. LaBlanc says, he has struck logs which have caused more concussion.

Capt. LaBlanc immediately rang for the engines to be stopped, and hardly had he done so when Capt. Foote came running on to the bridge from his room. Capt. Foote had been below. Soon after Capt. Foote reached the bridge, the night watchman ran up from the lower deck and reported that the steamer was making water forward.

Capt. LaBlanc asked the watchman if the steamer was making much water, and the watchman said, "She is filling!" Capt. LaBlanc describes what happened, then as follows:—

"I realized that we must put the steamer ashore at once, and after ordering the helm hard a starboard, I rang for both engines to go full speed ahead. As I did so, I told Capt. Foote that it was our only chance to put her on the beach. Capt. Foote did not seem to realize this danger, and he said to me, 'I don't think we'll beach her here, for the beach is too steep. We'll run her back to Hilda Bay, and the ship can be saved if we put her on there.'"

"Seeing at that time that the steamer was settling down by the head, I urged Capt. Foote not to go to Hilda Bay, but to beach the steamer right where she was, which was about three-quarters of a mile, or it may have been a mile, from the shore of Douglas Island. Capt. Foote, though, seemed to think that the vessel might be got to the better beach at Hilda Bay, but then seeing for himself how the steamer was taking water, he ordered her to the beach at once.

"When he saw how she was settling, and he made up his mind to go ashore, several minutes had been lost, for after I had rung to the engines for full speed ahead, they had been stopped again. Then when Capt. Foote decided to put the vessel on the beach, I rang for full speed ahead again, but the steamer had taken too much water, and she was so much down by the head by reason of the incoming water that her stern was thrown high up and she would not answer her helm. She ran around, not answering the helm at all.

"I heard the mate's voice on the upper deck about then, and I called to him, 'Clear away the boats!' He answered, 'No, I don't want to obey the order immediately. I went to his assistance as quickly as possible, and all hands there, two mates, and a sailor, assisting, we quickly got the boats out.

"There was a rush of passengers to the upper deck. All were excited. They at once took a hand in the work of getting the boats out and the majority of the men rushed the boats. There was no thought for the women or children, but these men rushed to the boats and cut away the tackles and ropes and crowded into the boats. Had there not been such a rush of passengers, I believe that we would have saved the majority if not all of the passengers, although the time was short. There was room for all, though, in the boats and on the rafts, and had the passengers not acted on the principle of every man for himself, as the majority did, the tale of dead would probably not have been so large. They clambered along the chains, loosed away the tackle, and, crowding in, were eagerly shouting, 'push off!'

"I saw one fellow, I don't know who he was, waving a hatchet and threatening to kill anybody who attempted to crowd into the boat which he was standing by. There was much excitement on both main and upper decks. "As for the crew, they behaved well, indeed they could not have behaved better. Capt. Foote did not leave the bridge until the water practically lifted him off. All thought of the passengers and looked to their safety before seeking to save themselves. The boats were all got off safely without any being injured or swamped.

"The steamer was then fast going down by the head, and after the boats had left the steamer, we got the two rafts, which were left on the upper deck. We turned our attention to these and one we launched over the port side forward, and the other was thrown over the starboard quarter aft. All the people left on board by the departed boats made a rush for the rafts. On the forward raft on which I was there were about 25 people."

SAD OCCURRENCE AT  
SINGAPORE.

Mr. L. Moessner, of Messrs. Brinkmann and Co., died suddenly in a gharry about midnight last night, while being driven to his residence, "Greenbank," Chancery Lane, says the *Straits Times* of 9th inst. The deceased, who was a native of Bavaria, just recently returned from Europe, but he had not been in the best of health for some time past. He was dining out on Saturday night, and was then in good spirits. He was out shooting yesterday morning, and in the evening dined out with friends. He expired in the gharry on the way home—the cause of death being believed to be apoplexy. An inquest was held this afternoon.

## SAD ACCIDENT ON BOARD SHIP.

A fatal accident occurred on board the *s.s. Ormus* at Colombo, the other day, resulting in the death of Mr. H. R. Leslie, the second officer. The vessel was casting off her moorings at 4.40 p.m. preparatory to her departure, when the cleat, to which one of the mooring ropes was attached, gave way, and struck Mr. Leslie, who was superintending the operations, on the ribs, hurling him violently on the iron deck. In the fall Mr. Leslie broke his right leg, and sustained a serious injury to the base of the skull, besides other minor injuries. He died a few hours afterwards. Mr. Leslie, who was twenty-nine years of age, was a son of one of the Directors of Messrs. Anderson, Anderson and Co., who are joint managers in London, with Messrs. F. Green and Co. of the Orient Pacific Line of mail steamers. He had been in the employ of the Company for some years, and was a very popular officer.

COTTAM & CO. for the LATEST SHAPES  
in SOFT FELT HATS.

## Intimations.

IN THE SUPREME COURT OF  
HONGKONG.

IN THE MATTER OF THE ESTATE  
OF HENRY JAMES FAUNCH,  
LATE OF VICTORIA, IN THE  
COLONY OF HONGKONG.

Deceased.

NOTICE is hereby given that the Court has, by virtue of Section 58 of Ordinance No. 3 of 1897 made an Order limiting the time for Creditors and others to send in their Claims against the above Estate to the 4th day of OCTOBER, 1901.

All Creditors are hereby required to send in their Claims to the Undersigned on or before the said Date.

Dated the 15th day of July, 1901.

DEACON & HASTI GS,  
Solicitors for  
CHARLES CLARKSON & ROBERT  
WALPOLE,  
the Administrators of the  
above Estate.

THE TRADE MARKS ORDINANCE  
1898.

APPLICATION FOR REGISTRATION OF  
TRADE MARK.

NOTICE is hereby given that SEEBORN AND DIECKSTADT, LIMITED, of Danne-mora Steel Works Sheffield England Manufacturers have, on the 10th day of June, 1901, applied for the registration in Hongkong, in the Register of Trade Marks of the following TRADE MARK.



in the name of SEEBORN AND DIECKSTADT, LIMITED, who claim to be the proprietors thereof.

The Trade Mark has been used by the applicants and their predecessors in business since the year of 1870 in respect of the following goods:

Iron and Steel both Raw and in Bar and Rail, Bolt and Rod, Sheets, Plates, Hoops and Wire in class 5.

Dated the 15th day of June, 1901.

JOHNSON, STOKES & MASTER,  
Solicitors for the Applicants,  
12, Queen's Road Central,  
Hongkong.

WANTED.

A CHINESE or PORTUGUESE at once,  
as an ASSISTANT BOOKKEEPER.  
Salary \$35 to \$40.  
Apply personally to—

H. RUTTONJEE,  
Hongkong, 6th September, 1901. [80c]

## WANTED.

AN EXPERIENCED LADY MANAGER  
for CRAIGIEBURN HOTEL.  
Apply by Letter, stating experience and  
enclosing copies of Testimonials, &c., to  
THE MANAGER,  
CRAIGIEBURN HOTEL,  
Hongkong, 8th August, 1901. [85c]

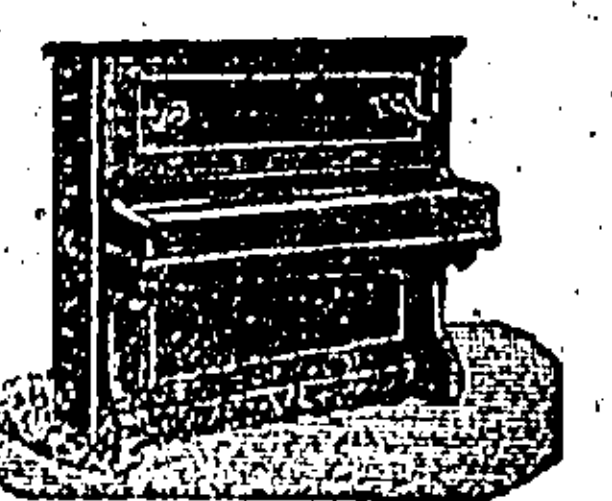
## IMPERIAL BANK OF CHINA.

## WANTED.

AN EXPERIENCED MAN of business to  
Act as COMPTROLLER from next  
China New Year.

Full Particulars can be obtained on applica-  
tion to the Undersigned.

By Order of the Board of Directors,  
E. W. RUTTER,  
Manager.  
Hongkong, 30th July, 1901. [81c]

THE  
ROBINSON  
PIANO CO., LIMITED.BEST VALUE IN  
PIANOS.

MONTHLY PAYMENT  
SYSTEM.

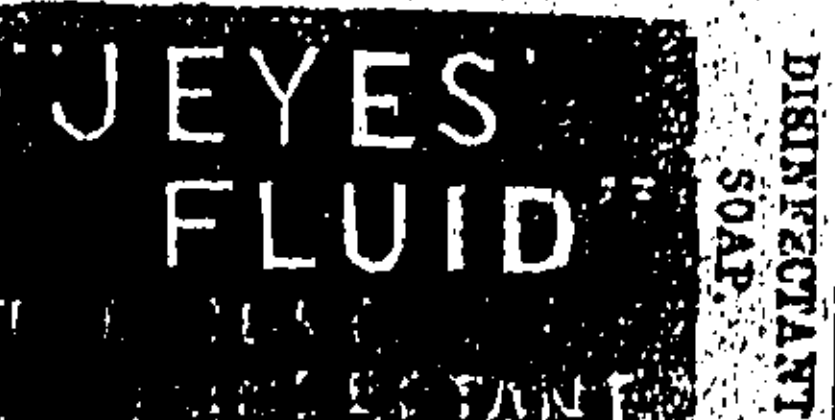
Hongkong, 10th August, 1901. [57c]

HONG SING,  
8 Beaconsfield Arcade.

ENTIRELY NEW STOCK of the Newest  
Patterns in Cloths, Canvas, and  
Ducks. Complete Gentlemen's Outfitting.  
Hongkong, 30th August, 1901. [96c]

## NOTICE.

THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY  
ITS USE.  
W. G. HUMPHREYS & Co.,  
Bank Buildings,  
Hongkong, 20th March, 1901. [1c]

## NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public  
Generally that I have REMOVED my  
Stores from No. 13 to No. 5, D'ARVILLE  
STREET.

H. RUTTONJEE,  
5, D'ARVILLE STREET.  
Hongkong, 27th April, 1901. [3c]

## Intimations.

THE VICTORIA DISPENSARY,  
HONGKONG.

## AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER.  
LEMONADE. GINGER ALE.  
SARSAPARILLA. RASPBERRYADE.  
TONIC WATER. LEMON SQUASH.

755c] SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

KRUSE & CO.,  
CONNAUGHT HOUSE, HONGKONG.CIGAR MERCHANTS  
AND  
TOBACCONISTS.

Fancy Goods of every description.

## COLUMBIA BICYCLES.

SOLE AGENTS FOR

## Welsbach Incandescent Gasburners.

Hongkong, 2nd September, 1901. [95c]

## W. BREWER &amp; Co.

## VALUABLE BOOK.

THE INTERNATIONAL LIBRARY OF LITERATURE.  
Selections from the World's great Writers, Ancient, Medieval and Modern, with Biographi-  
cal and Explanatory Notes and critical Essays by most Eminent Writers, edited by  
Dr. RICHARD GARNETT, C.B.  
(of the British Museum), and other prominent Authors; with nearly Five Hundred Full-page  
Illustrations and Coloured Plates.

IN TWENTY VOLUMES.  
Including a Portfolio of 10 very fine Popular Engravings.  
Price \$15.00 Complete.

New Silver Mounts, Hair Wood Pipes, Cases, Cigar Holders, Cigarette Holders,  
Antoh G. If Ball, Tracing Paper in rolls, Ba-minton Tennis Balls,  
Footballs, and Sandown "Racoe Game."  
23 & 25, Queen's Road, Hongkong. [63c]

## NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels,  
Hospitals, Barracks, Officer's Messes and  
Private Messes, Families in Up-  
country places, Mission  
Stations,  
and for Passenger Steamers.

The most simple and efficient machine yet invented for  
the manufacture of all kinds of Aerated Waters,  
Lemonade, Fruit Lemonade, Champagne,  
Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any  
ordinary native servant and manufactures  
Aerated Waters of best quality at  
enormously cheap prices.

## LEOPOLD SPATZ &amp; CO.

Hongkong, 29th July, 1901. [73c]

## PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for  
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION  
of the BOWELS.  
Recommended by some of the Chief Specialists of the Medical Profession.  
Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY,  
(Proprietors and Sole Manufacturers)  
9, Old China Street,  
Shanghai. [21]

## DROZ &amp; Co.,

WATCH MANUFACTURERS,  
STEAM FACTORY ESTABLISHED 1864.  
ST. IMIER, SWITZERLAND.

SPECIALITIES:  
LEVER WATCH & CHRONOGRAPHS.  
TRADE MARKS:  
MAXIM, BERN, &c.

REPAIRS of WATCHES and CLOCKS  
by competent European experts at  
Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL  
Hongkong, 15th May, 1901. [52c]

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
CHARTERS, NAVAL CONTRACTORS,  
AND GENERAL COMMISSION  
AGENTS,  
PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTIEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.  
Hongkong, 11th May, 1901. [1c]

SIEN TING,  
SURGEON DENTIST,  
No. 14, D'ARVILLE STREET.  
TERMS VERY MODERATE.  
Consultation free.  
Hongkong, 27th September, 1901. [1c]

JUST RECEIVED.  
FIRST SEASON'S CONSIGNMENT  
of  
AMERICAN ASPARAGUS & DESSERT  
FRUITS, ALL KINDS.  
Apply to  
G. GIRAUULT,  
Hongkong, 6th August, 1901. [66c]

## NEW VICTORIA HOTEL.

ROTISSERIE,  
Mettis à la Carte.  
CHOPS, STEAKS, etc., etc., at any time,  
between 7.30 a.m. and 11 p.m.  
Monthly Dinner at Moderate Rates.  
Madar & Farnor,  
Proprietors.  
Hongkong, 2nd September 1901. [95c]

## For Sale.

## FOR SALE.

RURAL BUILDING LOT No. 1, situated  
upon MOUNT GOUGH, THE PEAK,  
together with the Four Houses standing there-  
on. The owner is prepared to accept an offer  
for the whole Lot or to sell the houses  
separately, subject to the existing tenancies,  
any portion of the purchase money can remain  
on Mortgage at 8% per annum. For detailed  
Particulars, apply to  
DENNIS & BOWLEY,  
Solicitors,  
SUPREME COURT HOUSE,  
Hongkong, 24th August, 1901. [91c]

## A SPECIAL SALE.

WILL BE HELD AT THE ITALIAN CONVENT,  
on behalf of the poor Orphans from the  
23rd instant, at 3 P.M., to the 28th, of Ladies'  
and children's underclothing and other useful  
and embroidered articles suitable for birthday  
presents, &c.  
The prices will be marked on every article.  
The Superintendents hope to receive and merit  
a large share of public patronage.  
ITALIAN CONVENT,  
20 Caine Road,  
Hongkong, 9th September, 1901.

## FOR SALE.

SEVERAL MODERN BOOKS on En-  
glishing Subjects.  
For List, apply  
to  
"STEAM."  
C/o The Hongkong Telegraph,  
Hongkong, 10th August, 1901.

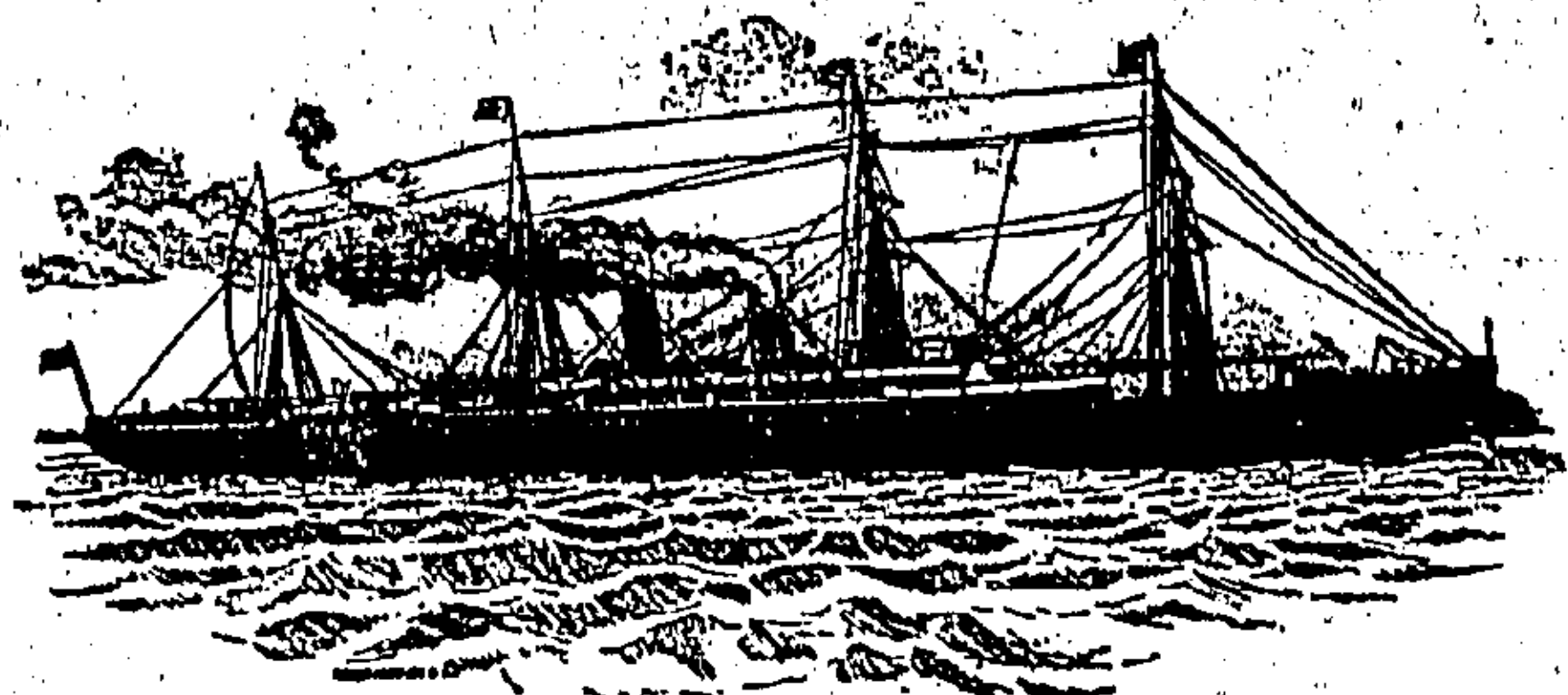
## FOR SALE, CHEAP.

A COTTAGE PIANO by BORD of PARIS.  
Three years old, in Excellent Condition.  
For Price, &c., apply to  
THE ROBINSON PIANO CO.  
Hongkong, 17th May, 1901. [10c]



## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING".....TUESDAY, 24th September, at Noon.  
 "GALIC".....WEDNESDAY, 2nd October, at Noon.  
 "CHINA".....SATURDAY, 19th October, at Noon.  
 "DORIC".....TUESDAY, 29th October, at Noon.  
 "PERU".....TUESDAY, 12th November, at Noon.  
 "OPTIC".....WEDNESDAY, 20th Nov., at Noon.

THE P. M. Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 24th instant, at Noon, taking freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail/Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of \$4, in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates: First-class only to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until a day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address, in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Point, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

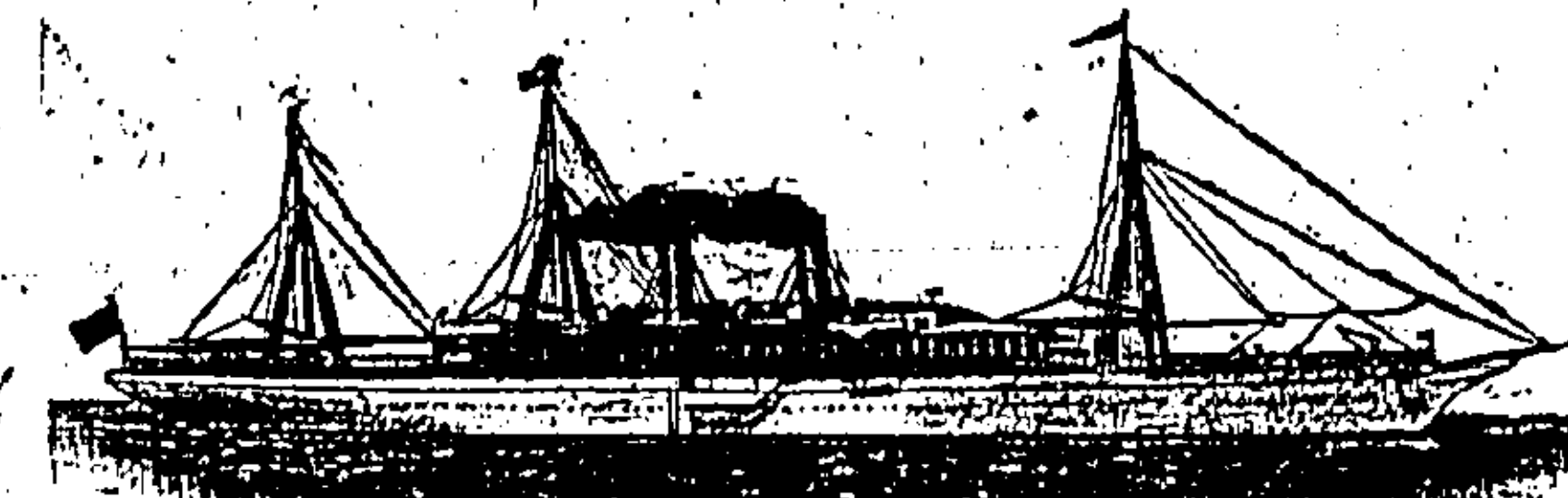
Merchandise Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 10th September, 1901.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 25th September.  
 EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 23rd October.  
 EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 20th November

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 28th August, 1901.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT: BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.) PROPOSED SUBJECT TO ALTERATION.

DESTINATIONS	SAILING DATES	
ANDALUSIA.....HAVRE, BREMEN and HAMBURG (Calling at SINGAPORE and PENANG)	21st Sept.	Freight.
ARABIA.....HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO)	5th Oct.	Freight.
KOENIGSBERG.....HAVRE, BREMEN and HAMBURG (Calling at SINGAPORE and PENANG)	19th Oct.	Freight and Passengers.
BAMBERG.....HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO)	2nd Nov.	Freight.
SEGOVIA.....HAVRE and HAMBURG (Calling at SINGAPORE and PENANG)	16th Nov.	Freight.
MARBURG.....HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO)	30th Nov.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 12th September, 1901.

## Insurances.

## 40 Years Experience.

Is represented in the Continuous Installment Policies of the Equitable. A guaranteed INCOME FOR LIFE even if you live as long as Methuselah. The ideal Assurance Particulars for the asking. The Equitable Life. "Strongest in the World."

F. KIENE, Manager, Hongkong.

Hongkong, 10th September, 1901. [995c]

## "L'UNION" FIRE INSURANCE COMPANY, LD. (Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates. Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 5th July, 1901. [712c]

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN &amp; Co. Hongkong, 28th May, 1901. [30]

## To be Let.

## TO LET.

NO. 1, STEWART TERRACE.—THE PEAK. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [709c]

## TO LET.

GODOWN—No. 5A, DUDELL STREET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [822c]

## TO LET.

A HOUSE in RIFON TERRACE. Apply to "THE RETREAT" MOUNT KELLET.

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 31st July, 1901. [209c]

## TO LET.

NO. 3, ORMSBY TERRACE.—KOWLOON. Apply to PUN HUNG, 35, Queen's Road Central.

Hongkong, 17th July, 1901. [761c]

## TO LET.

GODOWN—PRAYA, KENNEDY TOWN. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th September, 1901. [971c]

## TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD. Apply to SANG KEE, 298, Des Voeux Road Central.

Hongkong, 5th September, 1901. [976c]

## Intimations.

## JUST UNPACKED.

BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds. Finest WESTPHALIAN HAMS.

H. RUTTONJEE, 39 &amp; 40, Elgin Road, Kowloon.

Hongkong, 13th July, 1901. [34]

T. M. STEVENS &amp; CO. CARRY IN STOCK.

A FULL LINE OF "GERMINAL" MANILA CIGARS.

T. M. STEVENS &amp; CO. Beaconfield Arcade.

Hongkong, 2nd September 1901. [919c]

## GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME.

FOR DISEASES OF THE CHEST.

All suffering from Catarrh, Consumption, Obstructive Coughs or Colds and those afflicted with diseases of the Chest, Lungs and Bronchial Tubes, should take GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME.

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

GRIMAULT'S Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

GRIMAULT'S Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations. GRIMAULT & Co, Paris, 101, rue de Valenciennes.

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GRIMAULT &amp; Co, Paris, 101, rue de Valenciennes.

GRIMAULT &amp; Co, Paris, 101, rue de Valenciennes.

## THE PLAQUE.

Number of cases reported up till noon of the 16th September, 1901.....Chinese.....1,556  
 Other Asiatics.....31  
 Europeans.....53  
 Number of cases reported during the past 24 hours.....Chinese.....0  
 Other Asiatics.....0  
 Europeans.....0  
 Total number of cases reported to date 1,640

Number of deaths reported up till noon of the 16th September, 1901.....Chinese.....1,522  
 Other Asiatics.....35  
 Europeans.....12  
 Number of deaths reported during the past 24 hours.....Chinese.....0  
 Other Asiatics.....0  
 Europeans.....0  
 Total number of deaths recorded to date 1,569

Since noon on Saturday last the cases and deaths are:  
 Cases Chinese.....0  
 Other Asiatics.....0  
 Europeans.....1  
 Total.....1  
 Deaths Chinese.....0  
 Other Asiatics.....0  
 Europeans.....1  
 Total.....1

The plague returns for last week were—  
 Cases.....11  
 Deaths.....11

## THE SHANGHAI GARRISON.

## HARDLY COMPLIMENTARY!

Thus the *China Gazette* of 13th instant.—We are very glad to hear that the Viceroy Liu Kun-yih, has lost no time in bringing the subject of the useless continuance of the foreign garrison at Shanghai before the Consular Body, who discussed it at a meeting this afternoon. Seeing how little actual use our gallant defenders are to us here now, and the upsetting effect they have upon the native mercantile mind, we really do not see what good purpose is to be served by perpetuating the military occupation, and we trust that the wise counsels which are in favour of their return to their respective homes will prevail. For all the good the foreign garrison in Shanghai has been, it might as well have been in Timbuctoo. The foreign population are admittedly tired of the visit of their military friends, who seem so absurdly out of place in a peaceful commercial community like this, and the sight of the crowds of officers, towing round great and useless swords, in the peaceful public gardens or on the unexciting bund has grown simply ridiculous. Why soldiers should want to display such absurd and archaic weapons, which we all know are absolutely useless against a modern enemy, and carry this exploded emblem of military glory about amongst giggling amahs and harmless house-boys, is one of the mysteries of the military art we are unable to fathom. It does not impress the Asiatic mind except with a sense of the ridiculous and it only makes European residents smile. The age of chivalry and of military glory in China is over for the present and we shall be all relieved to bid our gallant protectors a long good-bye.

## THE CHUCHOU MASSACRE.

The determination of Sir Ernest Satow that the Chinese guilty of the Chuchou Massacre, should not get off the punishment they deserved has borne fruit, says the *N. C. Daily News* of the 14th inst., and it is interesting to put on record the punishments inflicted. Liu Shu-tang, the Governor of Chikiang, has been degraded and banished to his native place. Yang Chuan, Provincial Judge and afterwards Treasurer, degraded and banished to Szechuan. Pao Tsu-lin, Taoist of Chuchou, degraded, and sent to perpetual banishment in Kashgaria. His official rank was taken away from him, but his hereditary rank of Baron was left to him on account of the eminent services of his father, General Pao Ch'ao, who was one of Taiping Kuo-fan's bravest lieutenants in the Taiping Rebellion. Yu, the Brigadier-General of Chuchou was sentenced to perpetual banishment, but evaded the sentence by dying. Chou Chih-ti, the commander of the trainbands at Chuchou was executed there on the 26th ult. Three of the principal gentry of Chuchou, Cheng Lien-sheng, Cheng Yung-shi, and Lo Pao-chuan, were deprived of their degrees and degraded. Hung, the prefect of Chuchou, was degraded. Fourteen of the actual murderers, including one lieutenant, were condemned to death; one died in prison and the other thirteen were executed on the 8th instant. Nine accomplices were condemned to banishment for life, and seven whose guilt was of a somewhat lighter shade, to five years imprisonment. A sterner justice would have exacted the death penalty certainly from Pao, and probably also from Governor Liu and Treasurer Yung Chuan, but Prince Tuan has been allowed to escape it, and Yung Lu has not been punished at all. Everywhere the net of the law is so paradoxically constructed that the big fish escape and the little ones are caught.

## LI HUNG-CHANG'S CONDITION WORSE.

## SHENG TAOTAI ORDERED TO PEKING.

SHANGHAI, September 13th. According to telegrams received by the local mandarin from Peking, H.E. Li Hung-chang's condition has changed considerably for the worse. He partook of hardly any nourishment yesterday. An Imperial Decree has been issued granting him a half month's leave of absence. Prince Ching has sent two telegrams to Sheng Taotai commanding him to proceed to Peking as quickly as possible, to assist the Chinese Commissioners and the Plenipotentiaries in the amendments of the Peace Treaty according to Art. XI of the new treaty in regard to commerce and navigation, as well as with other matters touching the commercial relations with the Foreign Powers.—*Mercury*.

## G. GIRAULT &amp; CO. TABLE DELICACIES.

## G. GIRAULT &amp; CO. FRESH GOODS BY EVERY MAIL.

## G. GIRAULT &amp; CO. WINE AND SPIRITS BY EVERY MAIL.

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## NATIVE NOTES.

## SHANGHAI, September 14th.

THE HEALTH OF VICEROY LI HUNG-CHANG. A telegram received yesterday from Peking reports that Viceroy Li Hung-chang's condition is very serious and that he had been unconscious for several hours. An Imperial Edict telegraphed to Peking has granted the Viceroy sick leave for 15 days.

## THE JOURNEY OF THE COURT.

to K'ai-feng, according to a telegraphic dispatch from Hsian, has again been delayed; this time owing to the unusual quantity of rain which has obstructed work and therefore will prevent the construction of the temporary palaces en route in time for the reception of the Court, if it should start from Hsian on the day first set by Imperial decree, namely, the 1st of September. There will therefore be another delay of, say, some three weeks or so.

## STOPPAGE OF LITERARY EXAMINATIONS IN HONAN.

With reference to the Imperial decree issued at the demand of the Powers commanding the stoppage of literary examinations in the sub-prefectures of Chenchou, Chengchou and Kuangchou, and in the prefecture of Nanyangfu and district of Honeih sien, all of Honan province, owing to those places being implicated in the anti-missionary troubles of last year; it would appear from a Honan letter, that some of the cities above-named were really innocent of the charge, and this having been reported by the Chinese Plenipotentiaries to the various Foreign Ministers, a commutation has been allowed in regard to Chenchou, Chengchou and Honeih sien, where the literary examinations will be held as usual. Kuangchou and Nanyangfu still remain under the ban for five years.

## H.E. SHENG TO GO TO PEKING.

A Peking dispatch to the *Sinwuhpao* states that, in his capacity of Imperial High Commissioner of Commerce, H.E. Sheng's presence is required in Peking to assist in the negotiations concerning the Commercial clause of the Protocol. To this end the Chinese Plenipotentiaries have sent repeated telegrams to H.E. hastening his journey to Peking. There does not, however, seem to be any date set, so far, for H.E.'s departure for the North.—*N. C. Daily News*.

## CALCUTTA BARMAIDS.

## THE BENGAL LIEUTENANT-GOVERNOR'S ORDER.

Commenting on the recent order of the Lieutenant-Governor of Bengal prohibiting the employment of barmaids in hotels and drinking saloons, *Capital*, the Calcutta weekly, says:—

We can quite understand and appreciate the motives which led the Lieut.-Governor to determine that in future the employment of barmaids in Calcutta should be prohibited, but it seems to us that it is altogether too late in the day to take action in this direction. Barmaids have been an established institution in Calcutta for the last twenty years and more, and the action of the Lieutenant-Governor is rather that of a Rip Van Winkle, who waking up from a long sleep rushes in where angels might fear to tread, rather than that of a statesman and administrator.

It seems to us a very strong order to prohibit an honest woman from earning an honest livelihood. There may be a few barmaids of doubtful character among those who minister to the wants of the thirsty; but that is no reason why the remainder should be prohibited from earning an honest living. Whether that living is respectable and moral depends entirely upon the woman herself, and it seems to us a most outrageous thing that the Lieutenant-Governor should in effect stigmatise the employment of a number of decent women as improper. The Government of India might just as well prohibit the employment of all covenanted civilians, including Sir John Woodburn, because Mr. A. P. Fennell is unfit for office.

We would invite the attention of the Government of India to the terms of the Contract Act, and especially to Section 27. It reads thus:—"Every agreement by which anyone is restrained from exercising a lawful profession, trade or business of any kind, is to that extent void."

Now the license given by the Commissioner of Police to sell liquor is in the nature of an agreement; certain things have to be done by both sides; and it seems to us that any stipulation in it restraining a person from carrying on a lawful profession would be void.

Whether this be the law or not, there is no doubt whatever that the action of the Lieutenant-Governor is a fraud on the Contract Act.

We already see that in consequence of this resolution, a newspaper is agitating that the employment of women in tobacconist shops should be prohibited, and we shall probably see an agitation against the employment of women altogether; and we protest against such a proceeding as utterly mean and contemptible. We are not sure that the barmaids, who are thus being prohibited, could not sustain an action for damages against Sir John.

If the question was whether licenses should be granted for the employment of barmaids, there having been none hitherto, we would unquestionably say that it was undesirable. But it must be a little more than undesirable before the Government take the serious step which Sir John Woodburn is taking. It is one thing to prohibit a proposed new trade, and it is quite another to stop one which has been going on for many years past.

The *Englishman* has opened its columns to a correspondence on the subject, and the following are a few of the letters that have appeared:—

"Ajax" writes:—The pronouncement of the Lieutenant-Governor of Bengal as to the future conduct of Bar in Calcutta can hardly fail to

evolve wide spread dissatisfaction not unmingled with indignation in this city. One would like to think that His Honour had given both sides of the question his fullest consideration, but the tenor of the Financial Secretary's letter rather conduces to the impression that such was not the case, and that the drastic measure of forbidding the local employment of barmaids was adopted almost entirely on the *ex parte* and quite irresponsible statements of the Women's Christian Temperance Union and the other three memorialists. The head and front of the offence seems to be (1) that the employment of barmaids in Calcutta is "injurious to the women themselves," and (2) that it is "a discredit to the European community." These are fatuous statements in quite the best Exeter Hall style, and like most propaganda that emanate from that abode of bliss are not intended to be examined or sifted. To take the first objection, the injury that may accrue to a woman working as a barmaid in India, in contradistinction to working as such in England, can only be due to the different climatic conditions, and the severity of the heat here is largely tempered by the easier hours, and the fact that work does not commence in earnest until after sundown or even later. As regards the period of service, it is extremely light, being, I believe, only two years, with passage paid out and home. The second objection, the "discredit to the European community," is of course, a matter of opinion pure and simple, though where the discredit comes in, I, with many others, fail to see. So long as the hotels and bars are properly conducted there is no discredit. Discredit there will be when we oust European and English women to provide additional employment for natives! The preponderance of women in England is only too well known, and the consequent difficulty of their finding employment is equally so; yet here we find at the instance of a band of faddists a valuable outlet for white labour is to be stopped to make room for our Aryan brother! Of course, the Woman's Christian Temperance Union will hold up their hands and protest, urging that nothing of the kind was intended, but the fact remains that they have been guilty of a gross injustice to their own sex by their meddling interference in matters that do not concern them. That Bengal should have slavishly followed Burma is not less a subject for wonderment.

"Verax" says:—Contrary to the opinion of "Ajax," I believe, with few exceptions, the European community of Calcutta hail, with the liveliest feelings of satisfaction, the decision of the Bengal Government to prohibit the employment of barmaids. Dissident voices will probably be heard in some chummeries of callow youths who imagine they will find life "beastly, dull, don't cher know," when deprived of their usual nightly amusement of lolling over a bar counter in conversation with the fair dispensers of whiskey pegs. But even they will survive the shock, and possibly it will do them good. The prohibition of barmaids will lead to less drinking. If their presence behind the bar did not encourage the consumption of liquor, it would not pay the hotel proprietors to bring them out. But putting that question aside, the action of the Bengal Government is abundantly justified on the grounds stated, viz., that the employment of barmaids is "injurious to the women themselves" and is "a discredit to the European community." "Ajax" in a light and airy style dismisses the first mentioned ground with a reference to the easy hours and short service of the barmaids. Some girls at some bars may experience no physical hardships, but I have been told a different tale by others. But it is not to the physical so much as to the moral dangers that the Government of Bengal refer, and these it suits the purpose of "Ajax" to ignore. They are none the less real, however. It is not a nice subject to discuss in a newspaper; but if "Ajax" knows nothing of English girls, whose lives have been wrecked and ruined as a result of obtaining employment behind a Calcutta bar, then he has only to ask any "man about town," and he will soon have his ignorance dispelled. I have



## TO AMUSE PHYLLIDA.

Phyllida was bored. She said so. She looked up at me and yawned, without even troubling to put her hand before her mouth.

"My goodness!" she exclaimed. "If this afternoon lasts much longer, I shall think I'm dead and gone to heaven."

I looked at my watch. "Exactly a quarter past three," I said.

"That's just like you," she snapped. "If you had any consideration at all you'd keep a thing like that to yourself."

"It's always best to know the worst at once and get it over," I observed.

"Get it over!" she sighed hopelessly.

She was silent for a few moments; then she said, "I wish I had a pet cat, so that I might throw stones at it."

"Why not throw stones at me?" I suggested.

"I'll hand you the stones."

"Oh, you!" she retorted scornfully.

There didn't seem to be much encouragement for conversation; and, as a matter of fact, I wasn't exactly in the mood for talking so I sat crosslegged on the lawn, and alternately wondered why the sun could never do anything in moderation, and why white shoes are always trying to become black. Phyllida lay back in her basket-chair and closed her eyes.

Just as I arrived at the conclusion that both of my vexed questions were without answers, Phyllida murmured, "I must say you're very brilliant."

"Pretty fair," I assented, deprecatingly.

"Don't overdo it," she murmured on, her voice just trickling from between her lips.

"That's all right. You go to sleep," I said.

"And I'll look after myself."

"What selfish beasts men can be," she drawled.

"Pretty fair," I assented again, with my attention riveted on the white shoe problem once more.

"I wonder what makes them so selfish?" she went on.

"Selfishness," I suggested.

She yawned again. "Can't you say something?" she asked, plaintively.

"Something funny?" I inquired.

"You couldn't," she said.

"Something pathetic?" I ventured.

"Oh, say what you like," she assented.

"Well, then," I said, "I was just thinking how very nice you look this afternoon."

"Oh, yes; I'm sure to look nice when I'm bored to death. I always do," she observed.

"Why not?" I asked. "The mood of boredom suits you. It gives you a tender droop about the corners of the mouth, which is lacking at other times."

"My gracious me," she replied, "can't you say something more amusing than that? I don't want compliments from a man I've known—I don't know how many years. If you can't say something sensible, never mind, go to sleep."

"Shall I read to you?" I suggested.

"Read!" she sneered. It was evident that she didn't want me to read.

"Say something original," she insisted.

"Something you've never said before, at any rate, to me."

"You see, I've known you so long," I reminded her, "that I've said everything I've ever thought of."

"Well, then, it's no use your trying." It was certainly something I'd never said before, at any rate to Phyllida. I was not certain that it would amuse her—but I thought it would. I looked up at her and saw her lying with her eyes closed and her mouth pulled down at the corners.

"I love you," I said very softly.

She didn't open her eyes; but the corners of her mouth turned up.

"What for?" she asked.

"Oh, I don't know what for," I replied.

"One never does know why one does that kind of thing. Pour passer le temps, perhaps."

"For heaven's sake don't talk about the time," she implored.

"I was talking about love, and the reason of it," I reminded her.

"That isn't a reason; that's an excuse," she said.

"A very reasonable one," I commented.

"There was silence for at least half a minute; then Phyllida remarked: "That was rather original. What made you think of it?"

I shrugged my shoulders. "You seemed to be hard up for something to amuse you," I said.

"It wasn't a very wise thing to say."

"Why not?"

"Supposing I took you at your word?"

"Then you would be all the more amused?"

"I never knew that you were so considerate," she commented; and then lapsed into silence. After a while, "Now, really, what made you think of it?" she asked.

"Well as a matter of fact, I think you did," I said.

"I?" she exclaimed.

"I dare say you've made other men think of the same thing," I suggested.

"Now you come to mention it, I believe I have," she admitted.

"Were you very much amused?" I questioned.

"Yes; as a rule."

"Did they say it to amuse you, do you think?"

"Well, as a rule, I should think not."

"Then they were not so considerate as I am."

"They didn't know me so well, you see," she explained.

"Intimate knowledge is no reason for consideration," I remarked.

"No; but it is for insincerity," she explained.

"Once more there was silence, while I eyed her from head to foot."

"Now I come to think of it seriously, I don't now sure that I was not sincere when I said it," I remarked.

Phyllida laughed. "It was obvious that she was becoming amused."

"I'm perfectly serious now," I reminded her.

Again Phyllida laughed. "What nonsense!" she exclaimed.

"Shall I say it again?" I suggested.

"If you like," she assented.

"I love you," I said.

Phyllida sat up and stared at me. I gazed at her very steadily.

"Do you really mean—" she began; then she broke off and said, "What nonsense!"

"Yes. I really do mean it," I asserted.

"But—but we've known each other such a long while," she murmured, incredulously.

"I think that perhaps, that is why I mean it all the more," I said. She leaped lightly on to the grass and stood over me.

"You're not—you're not having a game with me?" she said.

"I, too, leaped to my feet. "I was never so earnest in all my life," I asserted, and my manner was earnest enough, in all conscience. She crept up close to me. "Fancy after all these years!" she whispered.

Phyllida wasn't bored again, that afternoon. When I looked at my watch and said, "Half-past five," she exclaimed, "Good gracious, we've missed tea! How time does fly!"—A. of India.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Atlantis, Miss J. McLean, A. E.  
Ainslie, Mrs. Miller, O. H.  
Atkinson, J. I. Marshall, C. W.  
Allard, Rev. T. Mills, S.  
Alexander, M. R. Mapang, W.  
Anderson, H. Mills, S. C.  
Augustin, C. Mitchell, W. T.  
Baret, Mr. Mundie  
Bender, H. Mullary  
Bractner, Hy. Mary  
Burke, Rev. P. G. Maule, H. L.  
Burger, L. W. Macdonald  
Brown, A. J., D. D. Macario  
Babonneau, Meekie, M.  
Bonnet, F. Mehtens  
Brown, F. W. Mare, Monsieur  
Brown, P. A. R. C. A. McGill  
Bennei, Major F. W. McWilliam  
Brownell, N. Muller, O.  
Berth, May, Mr.  
Beauchamp, J. W. McCutlan  
Baikoff, H. Myers, J.  
Bertram, W. Mar, A.  
Brammer, R. E. Mant, J. B.  
Chinichiole, G. N. Nicholson, H. J.  
Cavill, Miss. Nuro, J.  
Cilly, A. G. Newby, Capt. A.  
Campbell, H. Newell, H. E.  
Collins, H. E. Nelson, B.  
Crowley, Norman, A. J. M.  
Cost, Francisco. Nurton  
Cruz, Miss C. Newell, A.  
Coombes, G. Nicholas, P.  
Cunz, C. Oswal, A.  
Clydesdale, Oviado, F.  
Douglass, Mrs. M. E. Olivier, The Hon.  
Dyson, J. Olorio, S. E.  
Durant, A. H. Olet, H. M.  
Dederich, J. Oliveira, A. C.  
Demate, A. P. Ocock, G.  
Dread, P. Palmer, C. D.  
Drewell, A. Paoli, S.  
Drury, J. Ponti, O.  
Espósito, E. Peterson, W. G.  
Eschautier, P. Picarini, W. G.  
Engert, M. Parfitt, J. S.  
Exceller, J. Peters, Mrs. C.  
Eck, H. Pettit, J. D.  
Eakin, E. Pieng, A.  
Ewing, Rev. J. Pelsi, F.  
Elizaga, T. S. Paul  
Fitzsimmons, C. A. Pennybacker, C.  
Fleming, G. Pabalan, H.  
Farr, A. J. M. Rouch, S. C. L.  
Frankland, A. Raine, Miss P.  
Fortes, M. P. Roussel, M.  
Fernandes, J. M. Roshchild, D. F.  
Ferreira, E. Robinson, C.  
Flying Jordans. Robles, M.  
Foster, F. Richardson, W. N.  
Flint, O. M. Rutledge, H. B.  
Genabre, J. Rice, C.  
Gizard, A. V. Rosa, E. da  
Gallbraith, J. Grant, L. W.  
Grant, L. W. Rove, H.  
Guthrie, J. R. Reinos  
Guthrie, J. R. Rabin  
Gray, A. C. Remedios, R. J.  
Gray, C. E. Remedios, R. J.  
Godfrey, J. Robertson, Mrs.  
Gitter, Mrs. Ruit, A.  
Glick, Mrs. Reid, J. G.  
Glock, A. Sig, J. R.  
Geary, Sir W. N. Shakkor, A. C.  
Gray, A. C. Shaffer, S.  
Groves, F. W. Shermans, F.  
Hermann, H. Sternwarte  
Heath, J. Singh, C.  
Hanna, J. W. Sampson, J.  
Holdsworth, S. Seldner, J.  
Haiman, A. Sitwell, J. K.  
Habrman, Sandelands  
Hunter, J. A. Smith, A. H.  
Hanson, Sims, W. A.  
Hill, Hassan, C. J.  
Hobbs, W. Smith, G.  
Horwitz, Spolsman, H.  
Hamilton, A. Sanborn, Dr. F. G.  
Hartley, A. W. Souza, M. B.  
Huckle, F. Stephens, B.  
Jarvey, J. Silva, L.  
Johnson, B. H. Sullivan, C. P.  
Johnstone, B. H. Sullivan, C. P.  
Jephson, Capt. J. Salter  
Jarry, A. C. Siga, W. A.  
Jones, W. R. Siga, H.  
Junnat, Jones, Hob.  
Jones, L. Sassoon, P. M.  
Jones, Thos. Stevenson, J.  
Johnson, R. C. R. Taylor, C.  
Kait, M. Taylor, C.  
Kaple, W. A. Tumler, W.  
Kleiser, Smith. Tome, T.  
Kahuweller, S. Thompson, J.  
Kelly, T. Torrance, J.  
Kaiser, H. W. Upton, W. C.  
Laura, A. Veezy, Miss P.  
Lus, Walker, H. W.  
Luis, Mrs. A. Williams, J.  
L. P. Wilson, H. O.  
Lorenson, M. Withings, J.  
Lever, S. Whittier, L.  
Livingstone, J. Wakefield, P.  
Leslie, M. H. Walsh, H.  
Limerickfield, Llon, A. D.

GIRAULT for the best and GREAT-  
EST ASSORTMENT of CONFECTIONERY.

Lee, T. Wiggins, Miss.  
Lang, R. W. Watson, J.  
Leager, M. V. Williams, J.  
Laming, C. H., D.D. Wheeler, C.  
Linke, F. H. Walter, R.

List of Registered Covers in Porto Restante.

Afrat Khan, Kaiser, Singh.  
Andrews, Wm. Kumura  
Abbas Khan, Kala Singh  
Amee Shah, Kohan, E. A.  
Angudhia, M. S. Kallah Singh  
Atlantis, Miss I. Lawan Singh  
Altman, W. Leins, L.  
Boyan, Litton, G. (London).  
Brandt, P. (2) Lal Singh  
Bomanes & Co. McDougall, Mrs. R. S.  
Bowden Bros. & Co. Mane, (Terashima)  
Box, Miss M. J. McGill, Major H. S.  
Cadioux, Miss J. (Yrrentally).  
Campbell, Capt. Martin, H. J.  
Cameron, A. B. Marsh, Capt. P.  
Calo, R. de. Mullary & Co.  
Celestino, P. Merices, Capt. P. N.  
Chin, Wah, (Dead Letter). Mangal Singh  
Chatt Singh, Nezam Deen  
David, J. A. (Singapore). Nandi Singh  
Ermeheil, H. O. Noble, James  
Edwards, L. Olbes, Fred.  
Eduarte, C. Ofuku  
Ellis, J. (2) Petchizelles, H.  
Fernandez, V. F. Pekin Railway, Chief  
Fode, Wm. (Austria). Engineer.  
Farrel, Capt. Parthab Singh  
Farida, No. 78 R. A. Reich, C.  
Goodchild, Mrs. J. C. Robles  
Gujar Singh, I. P. C. 647. Roca, E. de  
Gomes, J. G. Rito, W. A.  
Graves, W. Rozario, T. A. de  
Caunt, C. F. Rozario, O.  
Gerald, A. (Nagasaki). Sam Ki, (Dead Letter).  
Galvao, I. da Cunha. Sultan Mohamed  
Brazil. Sahib-Hajee, F.  
Goff, Ore S. (Buffalo, N. Y.) Shane, Capt.  
Gray, C. J. Skeener, J.  
Hohasbein, L. Stohp, A.  
Hamlin, Mrs. G. Sulabath Khan  
Holsceck, Mrs. R. Thirty Tennis Club,  
Hutchinson, Mrs. Sec.  
Hallman, E. Tilley, Capt. (5)  
Isfahani, H. M. S. Tremain, B. L. (New)  
Isha Singh, (2) Waish Singh, I. P. C. 716  
Johnson, S. Wertheimer, Mrs. B. J.  
Kwong Hing (Dead Letter). Wo On, (2 Dead Letters).

## List of Registered Covers for Merchant Ships.

S.S. Clowish.....W. Schneider.  
"Erica.....Capt. Zindel.  
"Helagris.....Scrag Humar.  
"Look.....L. Brandt.  
Transport Pennarth.....J. C. Connor. (2)  
S.S. Shantung.....H. S. Clifton.  
"Shantung.....Capt. Quail.  
"St. Dunston.....Leop. Pflinger.  
"Sui Tai.....A. Nene.  
"Strathgyle.....Herbert Clifton Field.  
"Taichow.....Capt. W. Reher.  
Transport Wright.....S. Croft.

## List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Amos, Takmakoff.  
Behnroy, Thungenglong.  
Chingrat (2 telegrams). Trienfat.  
Chunghangchang. Tungshunter.  
Conroy, Yankke.  
Fungshingyung. Wilner.  
Huffman, Wingtailong.  
Kaihing, With.  
Konghinia, Wochong.  
Kwongchanchong. Wood.  
Kwonghoplong. Wookoe.  
Loheengkeo. Yebismoto.  
Meadie, Yheetsan.  
Nguyen Thanh. Yown.  
Norton. Yuenhoitai.  
Pacotrada, 0903 Yuenhoitai.  
Queemoh, 1,089 1,450.  
Schmidt (2 telegrams). 1,759.  
Shuichingong. 6,032, 1,123, 0,478, 0,006,  
Sooneki (9988). 3,470.

## Intimations.

## NEW GOODS.

PLENTY  
IN  
HAND.

D. NOMA,  
No. 12,  
Beaconsfield  
Arcade,  
Opposite the City Hall.  
Hongkong, 30th August, 1900.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

BASTMAN'S  
KODAKS AND FILMS.  
Sole Agents for CLEMENT'S WHEELS.  
Sole Agents for "OMEGA" WATCHES.  
"OMEGA" IS THE BEST.  
4, QUEEN'S ROAD,  
Watson's Buildings.

## DENTISTRY.

SUI SANG,  
(Lately Practising with Dr. I. SARATA),  
DENTIST.  
No. 4, Queen's Road Central.  
Hongkong, 3rd January, 1901.

## Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"CHINA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited; whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 21st instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 14th September, 1901. [68c]

GIRAULT for all KINDS of FANCY BISCUITS.

## Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CARINTHA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited; whence delivery may be obtained.

This Vessel brings Cargo:—  
From Trieste, ex s.s. *Thetis*.  
Venice, ex s.s. *Thetis*.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 18th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 11th September, 1901. [94c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELVURA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 17th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 16th September, 1901. [101c]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"AWA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 18th instant, will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns, and Notice of same sent to this Office before the 21st instant, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.  
Hongkong, 12th September, 1901. [103c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PALAWAN,"

FROM LONDON, PORT SAID, SUEZ, BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, ex s.s. *China*.  
From Australia, ex s.s. *Australia*.  
From Calcutta, ex s.s. *Syria*.  
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 19th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,  
Superintendent.  
Hongkong, 13th September, 1901. [c]

FROM HAMBURG, BREMEN, ANTWERP, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"KONIGSBERG,"

Captain Christiansen, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-MERKA LINE,  
Hongkong Office.  
Hongkong, 12th September, 1901. [1012c]

NOTICE

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—

CELESTE BRILLANT, British ship, Jeffrey Order.

HELEN A. WYMAN, American ship, Vanhook.

Amhold, Hamburg & Co.

Amhold, Hamburg & Co., Captains.

Amhold, Hamburg & Co., Captains.

Amhold, Hamburg & Co., Captains.

Amhold, Hamburg & Co., Captains.

Amhold, Hamburg & Co., Captains.

Amhold, Hamburg & Co., Captains.

Amhold, Hamburg & Co., Captains.

Amhold, Hamburg & Co., Captains.

Amhold, Hamburg & Co., Captains.

Amhold, Hamburg & Co., Captains.

Amhold, Hamburg & Co., Captains.

Amhold, Hamburg & Co., Captains.

Amhold, Hamburg & Co., Captains.

Amhold, Hamburg & Co., Captains.

Amhold, Hamburg & Co., Captains.

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU.....J. W. Wale.	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	FRIDAY, 20th Sept., at Daylight
YAWATA MARU.....A. E. Moses.	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 20th Sept., at Noon
ROSETTA MARU.....N. Tate.	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 27th Sept., at 4 P.M.
INABA MARU.....W. Bainbridge.	KOBE and YOKOHAMA	FRIDAY, 27th September, at Daylight

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 16th September, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) Saturday, 12th Oct., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) Tuesday, 5th Nov., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu) Thursday, 28th Nov., at Noon.

THE Steamship

"CHUSAN,"

Captain C. L. Daniel, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 28th September, at Noon; taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 13th September, 1901. [c]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.

Olympic.....2,837 J. Truebridge Oct. 1

Queen Adelaide.....2,832 F. McNair



## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
AMOY AND SHANGHAI	"WHAMPOA"	21st instant.
TIENTSIN	"KWEIYANG"	23rd instant.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

[50]

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"AGAMEMNON"	19th instant.
"	"CALOHA"	26th instant.
"	"NESTOR"	1st October.
"	"LAERTES"	9th October.

## HOMEWARDS.

FOR LONDON.

"IDOMENEUS"	18th Sept., 1901.
"AJAX"	1st Oct., "
"PYRRHUS"	15th "
"CALCHAS"	29th "
"NESTOR"	12th Nov., "
"MAELAND"	26th "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"ULYSSES"	15th Oct., 1901.
"DARDANUS"	15th Nov., "

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents, O. S. S. Co.

[52]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA"

Captain J. E. McArthur, will be despatched as above TO-MORROW, the 18th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 17th September, 1901. [1014c]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Cartline City	about	Sept. 19
Stratford	about	Oct. 15

THE Steamship

"CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO, VIA SHANGHAI, YOKOHAMA and HONOLULU, on THURSDAY, the 19th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th September, 1901. [750c]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 18th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 4th September, 1901. [226c]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atami, will be despatched for the above Ports, on WEDNESDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 11th September, 1901. [321c]

## "GLEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENGYLE,"

Captain T. Danks, will be despatched for the above Port, on the 28th September, 1901.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 28th August, 1901. [1927c]

## SHEWAN, TOMES &amp; CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ANAPA,"

Captain will be despatched for the above Port on or about 15th October.

For Freight apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 16th September, 1901. [1019c]

## Shipping.

## STEAMER.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG,"

of the HAMBURG-AMERIKA LINE, Captain H. Magin, due here with the outward German Mail about WEDNESDAY, the 18th instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 16th September, 1901. [22c]

## SAILING VESSEL.

FOR NEW YORK.

THE 3/4 A. I. American ship

"MANUEL LLAGUNA,"

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 8th July, 1901. [272c]

## Intimations.

THE NEW FRENCH REMEDY.

## THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpéau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind; it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury; sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In ordering, the purchaser should note which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [46c]

## A. LING &amp; Co., FURNITURE STORE.

(Next Door to Messrs. WATKINS &amp; Co.) QUEEN'S ROAD CENTRAL.

Speciality: FOOCHOW LACQUER WARE.

Hongkong, 18th June, 1901. [642c]

## DENTISTRY.

A. AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE. 50, QUEEN'S ROAD CENTRAL.

Hongkong, 2nd January, 1901. [8c]

## WORTH A GUINEA A BOX.

## BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

10 Cents per Box.

Prepared only by the Proprietors: THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA: WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [44c]

## MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 101, HOUS ROAD.

IS now in position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 12th September, 1901. [40c]

## Sanitas Disinfecting Fluid

COLUMBIAN FRAGRANT NON POISONING

ALSO POWDER, SOAPS, EMBROCATION, &amp;c.

"HOW TO DISINFECT" Book sent FREE on application.

Of all Chemists and Druggists.

The "SANITAS" Co., Ltd., 20, Collyer Quay, Singapore.

[495c]

## ON A HOUSEBOAT AT HENLEY.

"Oh, but a houseboat at Henley, you know," said Mrs. Dixon, nervously. "Oh, no, I think not a houseboat. So much has been said about houseboats lately, and then there are the girls to be thought of. Oh, no, the thing is quite impossible," sighed Mrs. Dixon, as she regretfully laid down the invitation.

I was particularly anxious that Mrs. Dixon should accept that Henley invitation, so I said gently, "It was a regrettable affair and it has led to most uncharitable remarks, but after all she was the daughter of a bishop and married to a baronet, and altogether a woman of singularly blameless life."

"Who on earth are you talking about?" said Mrs. Dixon.

"Why, the lady who was the innocent cause of the ill-natured rumour about hair dye on houseboats, I explained."

"Ill-natured rumour!" exclaimed Mrs. Dixon. "There was much more than ill-natured rumour; there was the very gravest scandal."

"It was the most simple and harmless of hairwashes," I pleaded.

"Oh, please don't be ridiculous," said Mrs. Dixon warmly. "All the papers spoke of the shamelessly dyed hair brazenly flaunted in broad daylight."

"I acknowledge that the story was most unfairly exaggerated," I replied calmly, but it was all owing to the indiscriminate greediness of a swan. The royal bird swallowed the whole thing, you know, bottle and all. It was the cork that killed him without doubt, but a post-mortem was held upon him by the Thames Conservancy, and some vague report of a poisonous hair-dye was allowed to get into the papers. This report was so wickedly magnified that at the end of a week the regular newspaper reader was convinced that dyed hair was absolutely 'de rigueur' on houseboats at Henley."

"Well, but," said Mrs. Dixon, helplessly, "what really did happen then?"

"Why," I explained, "when the Henley appetite of a swan is in full swing he gobbles up anything, and you know what long necks swans have?"

I could see that Mrs. Dixon was even disposed to dispute the length of a swan's neck but, after a moment's hesitation, she allowed me to continue. "In the absence," I resumed, "of this unfortunate lady, the daughter of a bishop and the wife of a baronet, a long-necked swan secured a bottle of hair-wash from her dressing table through the open window of her cabin and swallowed it, cork and all. Then the Conservancy, who make such an unnecessary fuss about the swans, which, after all, only swagger about and spoil the fishing, forthwith raised an absurd outcry about hair-dye on houseboats."

"Yes, I see," said Mrs. Dixon, a little doubtfully, "but whatever can have been the object of the Conservancy in doing so?"

"The fishing papers," I whispered mysteriously, "the Conservancy were alarmed at any further stories of the voracity of swans getting into the fishing papers, and a fishing editor has such an artistic way of touching stories up that the Conservancy took fright and raised an alliterative shout of 'Hair-dye on Houseboats,' and so roused Mrs. Grundy. In the dust which was raised by that good woman, the question of the voracity of swans was entirely obscured."

At the conclusion of this explanation Mrs. Dixon regarded me steadily for quite a minute, but I am proud to say that I did not move an eyelash, so she said slowly, "That throws of course, quite a new light upon the houseboat question."

"Oh, I think," I said eagerly, "that it completely disposes of the houseboat question. In fact there is no houseboat question left," I added, reassuringly.

"It must have been but a small bottle of hair-wash," said Mrs. Dixon, musingly, "if a swan could swallow it."

"Oh merely travelling size, no doubt, just for Henley week," I suggested.

One is never certain with a woman of Mrs. Dixon's infinite discretion how far she is really convinced, but, as her inclinations were strongly Henleywards, she accepted my swan story with engaging readiness. "Well, then," she said, "there could not be the slightest objection even to the girls going, so I shall accept Mrs. Temple's invitation at once."

"Yes," I agreed encouragingly; "I am so confident, you know, that there can be no objection whatever, that I am to be a guest of Mrs. Temple's myself for a couple of days of the regatta."

Mrs. Dixon looked at me rather penetratingly. She is not entirely unaware of my attentions to her daughter, Dora. She remarked a little bitterly, "That in itself would not greatly reassure me; in these days men seem to be of the opinion that they can go anywhere, literally anywhere."

I am afraid that Mrs. Dixon was referring to an unfortunate club raid in Sobò at which I was present. Oh, it was months ago, and it was only a roulette, but it is so fatally easy to get one's name into the papers, that they could say much about it, for it was just a pleasant little, quiet little flutter, but the police are deplorably officious, and the prejudices entertained by magistrates against roulette is quite inexplicable to me. I somehow fancy Mrs. Dixon must have been referring to this trifling mishap of mine, but if she hoped to see me display any annoyance, she was disappointed, for I rose with dignity and took my leave of her with much the same amount of expression as a wooden idol.

Mrs. Dixon and her daughters were staying for the week on board Mrs. Temple's houseboat, while I was only to run down by train for two of the days' racing. When I arrived about eleven on Wednesday I saw at once that Mrs. Dixon, although she had consented to

## come to Henley, was there almost under protest.

She was sitting most aggressively upright under the awning of the flower-bedecked upper deck, taking a critical survey through her pincenez of the brilliant throng in summer frocks and immaculate flannels. As I seated myself beside her she indulged in a great deal of wondering speculation as to whether on earth various ladies in passing boats could be, and as to how ever on earth they had ventured to appear in public in the guise they had. She was obviously highly feyerish, and she mounted guard over her own daughters in the most exasperating fashion.

At the best of times Mrs. Dixon is apt to take herself and her duties as chaperon a little too seriously, but at Henley she was evidently determined to show an irresponsible crowd that at least one British matron survived, who not only knew what was required of her, but was actually prepared to do it. She utterly baffled one or two little efforts of mine to detach her daughter Dora from her sheltering wing, under pretence of pointing out objects of interest visible only at the other end of the deck; then an idea occurred to me. On much the same principle as a careful trainer has a fretful horse led gently up and down the saddling paddock, I resolved to accustom Mrs. Dixon to the crowd by taking her and her daughters for a small excursion down the course in a punt. This idea of mine was eminently successful, for, once free of the houseboat, Mrs. Dixon relaxed the rigidity of her demeanour, and took a more benevolent view of her surroundings. When the course was cleared for the first race I had worked the punt behind the boom which guards the course. Mrs. Dixon became quite pleasantly expansive, and chatted gaily like her ordinary self, so much so that even her daughters seemed a little inclined to thaw in the sunshine of their mother's smile.

As we lay behind the boom, a mysterious minstrel in a crape mask ran his boat alongside our punt; as is the way with mysterious minstrels, he had the manners of Lord Chesterfield himself. A captious critic might perhaps have taken exception to his hair, which was three or four inches longer and five or six times more wavy than a man's hair has any right to be, and a scarlet sash terminating in a massive bow on his left hip was rather too conspicuously vivid; however, on the whole, he was a favourable specimen of the mysterious minstrel, and he laid himself out to captivate Mrs. Dixon in the most charming manner. He regretted that the crush of boats prevented his moving, and he trusted that his presence was no annoyance to Mrs. Dixon, whom the sly dog temporarily promoted to the rank of a peeress, addressing her deferentially as your ladyship.

I was quite shocked to see how pleased Mrs. Dixon was with the homage; there is no vestige of a title in the Dixon family, always excepting a certain knight, whom nobody ever mentions, for he positively lowers himself by s-l-l-l-ing treacle. Truly he has the grace to call it golden syrup, but his shilling tins can be obtained for ninepence halfpenny from all grocers, and testimonials, in every paper one opens, from brain-weary arch-deacons and overworked railway guards, testify to the restorative powers of this particular golden syrup.

By the way, I must confess that at one time the curiously out of the way articles of diet affected both by arch-deacons and railway guards used to astound me, until I noticed that arch-deacons and railway guards also seem to obtain extraordinary relief from their very first bottle of every patent medicine that ever is advertised, so I hope and suppose that, in spite of their recklessly indiscriminate consumption of every new article of food, it all comes right in the end.

However, having established himself on quite confidential terms with Mrs. Dixon, whom he persisted in styling your ladyship, the mysterious minstrel begged her ladyship's permission to sing her a little ballad, something for herself alone, something too simple and too old fashioned for the holiday herd around him, and then with a mandoline accompaniment he sang "Robin Adair" in a very passable tenor voice. At the conclusion of the song, Mrs. Dixon took out her purse and there ensued an exquisite piece of by-play between the minstrel and his audience. In an almost tearful voice the minstrel besought Mrs. Dixon to allow him to have the pleasure of remembering that, setting aside her ladyship's rank, he had had the honour of singing to one appreciative listener that day, without a thought of any pecuniary recompense, while on her side Mrs. Dixon continued to mutely press a coin upon his acceptance.

In the midst of this little comedy, the coin slipped from Mrs. Dixon's gloved hand and rolled upon the floor of the punt, and there it lay, a golden sovereign. Call it a thick bun or a jangling jangle, or call it by any term of endearment that you will, there it lay, mutely eloquent of Mrs. Dixon's weak-mindedness. There was no excuse possible, for she had deliberately selected the coin in broad daylight and there it lay, silently accusing her of having been wheedled by the everyday patter of a mysterious minstrel.

In chivalrous silence I stooped and picked up the coin and restored it to Mrs. Dixon who limply handed it over to the minstrel. "Had I not been a slave to the artificial restraints of a too starchy civilization, I know that I should have winked at the two Misses Dixon, but even this small relief was not to be thought of, and I maintained a severely impassive expression for quite an hour, until I had restored Mrs. Dixon to the houseboat. But what a subdued Mrs. Dixon she was! For the rest of the day I did as I liked. I pointed Dora alone in the punt, I vanished with her in a Canadian canoe, I wandered with her on the towing path, and whenever Mrs. Dixon even glanced at me in expostulation, I simply jingled a few loose coins in my pocket, and before Mrs. Dixon's self-accusing vision there passed that awful scene of weakness with the mysterious minstrel, and she was silent—A. of India.

## Shipping.

Arrivals.

PRINZ HEINRICH, German steamer, 3,002, R. Helms, 16th Sept.—Shanghai 14th Sept. Mails and General.—Melchers & Co.	TAISHAN, British steamer, 1,122, E. Stovell, 16th Sept.—Bangkok 9th Sept. Rice.—Bradley & Co.
IDOMENEUS, British steamer, 4,200, J. Riley, 16th Sept.—Fochow 15th Sept. General.—Butterfield & Swire.	TRIESTE, Austrian steamer, 3,203, A. Mitis, 16th Sept.—Trieste 26th July, and Singapore 17th Sept. General.—Sander, Wieler & Co.
INDEPENDENT, German steamer, 3,71, A. Halls, 17th Sept.—Chesio 11th Sept. General.—Sander, Wieler & Co.	HAILAN, French steamer, 177, Andersen, 17th Sept.—Pakhoi and Hoibow 16th Sept. General.—A. R. Marty.
LVERMOON, German steamer, 1,244, Th. Lehmann, 17th Sept.—Shanghai 14th Sept. General.—Siemssen & Co.	CHOVANG, British str., 1,104, G. H. Bowker, 17th Sept.—Fochow 15th Sept. General.—Jardine, Matheson & Co.
HANOI, French steamer, 768, P. Merleca, 17th Sept.—Haiphong and Hoibow 16th Sept. General.—A. R. Marty.	KWANG LEE, British steamer, 1,467, R. Lincoln, 17th Sept.—Shanghai 14th Sept. General.—C. M. S. N. Co.
LOONGSANG, British steamer, 1,092, G. S. Weigall, 17th Sept.—Manila 14th Sept. General.—Jardine, Matheson & Co.	ELSA, German steamer, 1,702, P. Schonwandt, 17th Sept.—Hongay 14th Sept. General.—Jensen & Co.
TORDENSJOLD, Norwegian steamer, 738, A. Hansen, 17th Sept.—Manila 14th Sept. Ballast.—Sander, Wieler & Co.	YAWATA MARU, Japanese steamer, 2,356, A. E. Moses, 17th Sept.—Melbourne 21st Aug. General.—Nippon Yusen Kaisha.

Clearances at the Harbour Office.

Elita Nassack, German str., for Shanghai.	Sept. 17, Mongkut, German str., for Bangkok.
Pak Kong, British str., for Canton.	Sept. 17, Haitan, British str., for Swatow.
Choyang, British str., for Canton.	Sept. 17, Aragonia, German str., for Singapore.
Keongwai, German str., for Bangkok.	Sept. 17, Elita Nassack, Ger. str., for Kobe.
Hue, French str., for Quong-chow-wan.	Sept. 17, Woosung, British str., for Shanghai.
Lvermoon, German str., for Canton.	Sept. 17, China, Austrian str., for Singapore.
Hoimoon, British str., for Canton.	Sept. 17, Aitta Craig, British str., for Molji.
Sumgkang, British str., for Manila.	Sept. 17, Keongwai, British str., for Bangkok.
America Maru, Japanese str., for Amoy.	Sept. 17, Whampoa, British str., for Canton.
Anping, British str., for Shanghai.	Sept. 17, Daybreak, British str., for Canton.
China, Austrian str., for Singapore.	Sept. 17, Michael Jesus, German steamer, for Haiphong.
Koun Maru, Japanese str., for Kobe.	Sept. 17, America Maru, Japanese str., for San Francisco.
Saining, British str., for Wuchow.	Sept. 17, Sungkang, British str., for Manila.
Independent, German str., for Canton.	Sept. 17, Radnorshire, British str., for Japan.
Vale of Doon, British bark, for Rajang.	Sept. 17, Anping, British str., for Shanghai.
Elita, German str., for Canton.	Sept. 17, Choyang, British str., for Canton.
Hotkong, French str., for Kwong-chow-wan.	
Maldairu Maru, Japanese str., for Swatow.	

Departures.

Sept. 17, Mongkut, German str., for Bangkok.	Sept. 17, Aragonia, German str., for Singapore.
Sept. 17, Haitan, British str., for Swatow.	Sept. 17, Elita Nassack, Ger. str., for Kobe.
Sept. 17, Woosung, British str., for Shanghai.	Sept. 17, China, Austrian str., for Singapore.
Sept. 17, Aitta Craig, British str., for Molji.	Sept. 17, Keongwai, British str., for Bangkok.
Sept. 17, Whampoa, British str., for Canton.	Sept. 17, Daybreak, British str., for Canton.
Sept. 17, Michael Jesus, German steamer, for Haiphong.	Sept. 17, America Maru, Japanese str., for San Francisco.
Sept. 17, Sungkang, British str., for Manila.	Sept. 17, Radnorshire, British str., for Japan.
Sept. 17, Anping, British str., for Shanghai.	Sept. 17, Choyang, British str., for Canton.

Passengers—Arrivals.

Per *Trieste*, from Singapore—253 Chinese.

Per *Lyeemoo*, from Shanghai—Mrs. and Miss Marquess, Mrs. Thotter, and 24 Chinese.

Per *Prince Heinrich*, from Shanghai—Mrs. and 2 Misses Lysaught, Mrs. E. Elliott, Mr. K. Corfield, Lieut. Palmer, Messrs. E. Albin, H. Vogelgesang, W. Cruikshank, A. Carre, W. Purcell, Dichenen, U. Latulovsky, Cohen Girard, J. Killian, and 1 Chinese.

Per *City of Peking*, from San Francisco, &c.—Messrs. T. D. McKay, J. H. Bacon, Mrs. H. Conrow, Major Koe, Messrs. A. H. Brewine, H. W. Bird, Miss E. W. Bird, Mr. B. Sinclair, Miss M. Mitchell, Mrs. E. D. Wolfe, child and maid, Dr. W. W. Keen, Misses F. and D. Keen, Dr. and Mrs. R. F. Weir, Miss E. Alden, Messrs. J. S. Hermann and S. B. Redlick.

Per *Kuang Lee*, from Shanghai—Mr. and Mrs. Nielson and 3 children, Mrs. Silva, Miss Aquino, and 51 Chinese.

Per *Loongang*, from Manila—General and Mrs. Ludington, Messrs. F. Hogan, E. Whitney, R. Williams, 3 Filipinos, and 44 Chinese.

Departed.

Per *Riojun Maru*, for Victoria, B.C., &c.—Messrs. Jiro Itami, T. Matsuzawa, J. McLaughlin, J. Slavin and B. Gardyne.



## NOT AND A

## CALENDAR.

## SEPTEMBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer	29.755
Thermometer	81.0
Humidity	83
Rainfall	13.482

## TO-DAY.

## WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.91	29.81
Temperature	82	86
Humidity	39	34
Rainfall	—	—

## TO-MORROW.

Tuesday, 17th September, 1901.

Chinese—5th of 8th moon of 27th year of Kwang-su.

Sun—Rises	5hr. 48min.
Sets	6hr. 1min.
High water—Morning	11hr. 33min.
Afternoon	12hr. 4min.
Low water—Morning	5hr. 19min.
Afternoon	4hr. 53min.

## ANNIVERSARIES.

1812—Moscow burnt.  
1874—Hongkong Pier and Godown Co. closed.  
1894—Battle between Japanese and Chinese squadrons off the Yalu river. Chinese lost five vessels.  
1900—Prince Albert of Saxony killed in a railway carriage.

## TO-MORROW.

Wednesday, 18th September, 1901.

Chinese—6th of 8th moon of 27th year of Kwang-su.

Sun—Rises	5hr. 49min.
Sets	6hr. 1min.
Moon—in Apogee	1hr. a.m.
High water—Afternoon	6hr. 3min.
Afternoon	11hr. 29min.
Low water—Morning	6hr. 4min.
Afternoon	5hr. 14min.

## ANNIVERSARIES.

1709—Dr. Johnson born.  
1889—Severe thunderstorm at Peking. Altar of Heaven destroyed by fire.  
1890—Turkish man-of-war *Ertugrul* sank in the Kizil Channel on the passage from Yokohama to Kobe; out of a complement of 630 only 69 saved. Nippon Yusen Kaisha's steamer *Mitsuki Maru* lost in same storm, and 54 persons drowned; several sailing vessels wrecked.

## AGENDA.

## TO-DAY.

Cargo ex *Radnorshire* subject to rent.  
Cargo ex *Chelydra* subject to rent.

## TO-MORROW.

O. S. K. Co.'s steamer *Maidzuru Maru* leaves for Amoy, via Swatow and Amoy.  
5 p.m.—C. & M. Co.'s steamer *Perla* leaves for Manila.  
Cargo ex *Carinthia* subject to rent.  
Cargo ex *Avon Maru* subject to rent.

## THURSDAY, 19th.

A. L. S. N. Co.'s steamer *Trieste* leaves for Yokohama and Kobe.  
Cargo ex *Palawan* subject to rent.

## SATURDAY, 21st.

Cargo ex *China* subject to rent.

## SUNDAY, 22nd.

O. S. K. Co.'s steamer *Daigi Maru* leaves for Tamsui via Swatow and Amoy.

## MONDAY, 23rd.

M. M. Co.'s steamer *Indus* leaves for Marseilles via ports of call.

## WEDNESDAY, 25th.

Daylight—O. S. K. Co.'s steamer *Anping Maru* leaves for Foochow via Swatow and Amoy.

## SATURDAY, 28th.

Noon—P. & O. Co.'s steamer *Chusan* leaves for Bombay.

## SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

## August 20th.

The officers of the *Catherine Ahear* (Capt. S. H. Beldon) are:—Chief officer, A. Buchanan, 2nd, R. Gillan, 3rd, R. M. Taylor, chief engineer, T. S. Laurie, 2nd, T. Battrie 3rd, W. Park, 4th, W. Marks, Purser, M. J. Edwards.

The officers of the *Wing Sang* (Capt. H. Sellar) are:—Chief officer, Mr. Bickard, 2nd, H. W. Weare, chief engineer, Mr. Smithers, 2nd, Mr. Bushby, 3rd, Mr. Moore.

## August 23rd.

Mr. Short is temporarily chief officer of the *Haiching*.  
Mr. S. Williams is appointed 3rd officer of the *Haitan*.  
Captain Evans is temporarily commanding the *Haiching*, vice Captain Davis on leave.

Mr. Walters is appointed 3rd officer of the *Haimun*.  
Mr. Musgrave is appointed 3rd engineer of the *Thales*.  
Mr. E. Sayer is appointed 2nd engineer of the *Thales*.

Mr. E. H. Kirman, late of American ship *M. Laguno*, is now 4th officer of the *Glenyle*.  
August 26th.  
Capt. Davis has resumed command of the *Haiching*.  
Mr. Evans, chief officer, has returned to the *Haiching*.  
Mr. Short, 2nd officer of the *Haitan*, has returned to that ship.

August 30th.

Captain W. Passmore has taken over the command of the *Haimun*.  
Mr. Walters has joined the *Haimun* as 3rd engineer.

September 11th.

The officers of the *Flandria* (Capt. F. Eichbaum) are:—chief officer W. Schanke, 2nd, E. Lehmann, chief engineer M. Biese, 2nd, C. Petersen, 3rd, H. Brandt, assistant engineer, H. Dittmann.

## SHIPPING AND MAIL NEWS.

## MAILS DUE.

German (*Hamburg*) to-morrow.  
Indian (*Lightning*) 20th instant.  
American (*Gaelic*) 24th instant.  
French (*Laos*) 24th instant.  
Australian (*Australian*) 25th instant.  
Canadian (*Empress of China*) 30th instant.  
American (*Hongkong Maru*) 2nd prox.  
American (*China*) 10th prox.

The N. P. S. Co.'s steamer *Taconia* sailed from Tacoma for Japan and Hongkong on the 14th inst.

The M. M. Co.'s steamer *Laos* with the next French Mail will leave Singapore to-day Tuesday at 4 p.m., for this port via Saigon.

The P. M. S. S. Co.'s steamer *Gaelic* with mails, &c., from San Francisco to the 27th ulto, via Honolulu, has arrived at Yokohama, and leaves for this port to-morrow morning via Inland Sea, Kobe, Nagasaki and Shanghai.

## HONGKONG AND WHAMPOA DOCK RETURNS.

*Georges Valentine* ... at Kowloon Dock.  
*Victoria* ...  
*Zafra* ...  
*Elcano* ...  
*Changsha* ...  
*Laisang* ...  
*Dragon* ...  
*Empress of Japan* ...  
*Canton River* ...  
*Loongmoon* ... Cosmopolitan

## PASSED THE CANAL.

Outward—23rd August—*Agamemnon*, *Ceylon*, 27th August—*Bamberg*, *Olimpo*, *Hamburg*, 30th August—*Calchas*, *Inaba Maru*, *Anapa*, *Tenikai*, 6th September—*Salacia*, *Seotira*, *Hermiston*, *Prima*, 10th September—*Remondant*, *Sachsen*, *Adana*, *Segovia*, *Cholon*, *Pembroke*, 13th September—*Armand Behic*, *Shinano Maru*, *Neskor*, *Neckar*, *Homeward*—10th September—*Neulion*, *Sado Maru*, 13th September—*König Albert*.  
Arrivals at Home—13th September—*Amberia*, *Dresden*, *Indrani*, *Kanagawa Maru*, *Stuttgart*, *Sambria*.

## VISITORS AT THE HONGKONG HOTEL.

Alden, Miss  
Anderson, Mr. W. H.  
Andrew, Mr. D. A.  
Angus, Mrs.  
Arnold, Mr. H.  
Bailey, Mr. W. S.  
Barlow, Mr. H. J.  
Belli, Mr. J. T.  
Binnis, Mrs.  
Black, Mr. J.  
Bonner, Mr. A.  
Brown, R.E., Major W. B.  
Busustow, Mr.  
Carre, Mr. R.  
Clark, Dr.  
Colombo, Mr. G.  
Celson, Mr. J. S.  
Cylindar, Mr. M.  
Denroche, Mr. P. C.  
Devilbiss, Mr. D. M.  
Discombe, Mr. G. M.  
Dorehill, R.A., Major  
Dunsford, Capt. & Mrs.  
Dyson, Major P. S.  
Edwards, Mr. F. W.  
Fernald, Mr. and Mrs.  
Field, Mr. A. G.  
Fisher, Mr. A.  
Gordon, Mr. P.  
Gibson, Mr. Kennedy  
Gillespie, Mr. L. L.  
Glover, Mr. C.  
Grant, Mr. John  
Guignard, Mr. E.  
Hamilton, Mrs.  
Hawkins, Mr. J. A.  
Hedford, Mr. R. G.  
Henningsen, Mr. H. F.  
Herman, Mr.  
Houtep, Mr. J. van  
Howard, Mr. Thos.  
Howkins, Mr. J. A.  
Howkins, Mr. and Mrs.  
H. L.  
Hughes, Mr. W. K.  
Huke, Mr. A. N.  
Innes, Capt.  
Irving, Mr. E. A.  
Jewett, Mrs.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Bacon, Miss  
Baulton, Mr. J. F.  
Beattie, Mr. James  
Bennet, Mr. J. W. C.  
Brayne, R.E., Col. L. F.  
Brayne, Mr. H. F. R.  
Brusse, Mr. G.  
Collard, Col. A. W.  
Crookenden, Col.  
Dann, Mr. George H.  
Davies, Mr. W.  
Detrick, Mr. and Mrs.  
Drion, Mr. F.  
Ezekiel, Mr. J. S.  
Forbes, Mr. Andrew  
Fraser, Mr. and Mrs.  
H. W.  
Graham, Mr. D. M.  
Gumprecht, Dr.  
Hamilton, Major  
Jameson, Mr. Phillips  
Jeffries, Mr. H. N.

## ORIGINIERS.

Belden, Mr. H. A.  
Bells, Mr. H.  
Brown, Mr. and Mrs.  
H. Matheson  
Burkhardt, Mr. C. A.  
Cochran, Mr. J. W.  
Edwards, Mr. G. H.  
Farrow, Capt. J.  
Grimble, Mr. & Mrs. C.  
Heimkerk, Mr. J. B.

## THE SHARE MARKET.

## LATEST QUOTATIONS.

(SEPTEMBER 17th.)

COMPANIES.	PAID UP CAPITAL.	LATEST QUOTATION.
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## Banks.

Hongkong and Shanghai Banking Corporation	\$ 125	\$602 sales
The Bank of China and Japan, Limited—(Preference)	£ 5	nominal
The Bank of China and Japan, Limited—(Ordinary)	£ 4	£0.15/
The Bank of China and Japan, Limited—(Deferred)	£ 1	£3.5 buyers
National Bank of China, Limited—Founders	£ 8	\$28 buyers
Do.	£ 1	\$15 sellers

## Marine Insurances.

Union Insurance Society of Canton, Limited	\$ 50	\$310 sellers
China Traders' Insurance Company, Limited	\$ 25	\$60 sellers
North China Insurance Company, Limited	\$ 25	Taels 1924
Yangtze Insurance Association, Limited	\$ 63	\$1224
Canton Insurance Office, Limited	\$ 50	\$170 sellers
Straits Insurance Company, Limited	\$ 20	nominal

## Fire Insurances.

Hongkong Fire Insurance Company, Limited	\$ 50	\$343 sellers
China Fire Insurance Company, Limited	\$ 20	\$82 sellers

## Shipping.

Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$341 sellers
Indo-China Steam Navigation Company, Limited	£ 10	\$136
China and Manila Steamship Company, Limited	\$ 50	\$62 sellers
Douglas Steamship Company, Limited	\$ 50	\$45 buyers
China Mutual Steam Navigation Company, Limited—(Preference)	£ 10	£12 buyers
China Mutual Steam Navigation Company, Limited—(Ordinary)	£ 10	£12 buyers
China Mutual Steam Navigation Company, Limited—(Ordinary)	£ 5	£7 buyers
Star Ferry Company, Limited	\$ 10	\$243 buyers
"Shell" Transport and Trading Company, Limited	£ 1	£2 12/6 sellers

## Refineries.

China Sugar Refining Company, Limited	\$ 100	\$137 sales
Luzon Sugar Refining Company, Limited	\$ 100	\$36 sellers

## Mining.

Punjom Mining Company, Limited	\$ 9	\$5 sellers
Punjom Mining Preference Shares	\$ 1	\$1.25
Société Française des Charbonnages du Tonkin	Francs 250	\$235
Queen Mines, Limited	Cents 25	5 cents
Jebeu Mining and Trading Company, Limited	\$ 18s. 10d.	\$12 buyers
Raub A'lian Gold Mining Company, Limited	\$ 5	\$12 sellers
Olivers Freehold Mines, Limited A	\$ 5	nominal
Olivers Freehold Mines, Limited B	\$ 5	nominal

## Docks, Wharves and Godowns.

Hongkong and Whampoa Dock Company, Limited	\$ 50	\$275 sellers
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$99 buyers
Wanchai Warehouse and Storage Company, Limited	\$ 37	nominal
New Amoy Dock Company, Limited	\$ 62	\$25 buyers

## Lands, Hotels and Buildings.

China Provident Loan and Mortgage Company, Limited	\$ 100	\$9.75 buyers
Hongkong Land Investment and Agency Company, Limited	\$ 10	\$190 buyers
Kowloon Land and Building Company, Limited	\$ 30	\$31 buyers
West Point Building Company, Limited	\$ 50	\$52 buyers
Hongkong Hotel Company, Limited	\$ 50	\$127 buyers
Oriente Hotel Company, Limited	\$ 50	\$55 sales and buyers
Humphrey's Estate and Finance Company, Limited	\$ 10	\$134 sales and buyers

## Cotton Mills.

Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 100	\$114 buyers
Ewo Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 40
International Cotton Manufacturing Company, Limited	Taels 100	Taels 30
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 45
Soy Chee Cotton Spinning Company, Limited	Taels 300	Taels 300
Yahloong Cotton Spinning Company, Limited	Taels 100	Taels 10

## Cigar Companies.

Alhambra, Limited	\$ 500	\$1,000 sellers
Philippine Tobacco Trust Co., Limited	\$ 50	nominal

## Miscellaneous.

Green Island Cement Company, Limited	\$ 10	\$21 sales and buyers
A. S. Watson & Co., Limited	\$ 15	\$38 sellers
Watkins, Limited	\$ 10	\$10 sellers
Hongkong Electric Company, Limited	\$ 10	\$12 buyers
Hongkong Electric Company, Limited	\$ 5	\$64 buyers
Hongkong and China Gas Company, Limited	\$ 10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$172 buyers
Geo. Fenwick & Co., Limited	\$ 25	\$55 sellers
Hongkong Ice Company, Limited	\$ 25	\$183 buyers
Hongkong High-Level Tramways Company, Limited	\$ 100	\$275 buyers
Dairy-Farm Company, Limited	\$ 6	\$8 buyers
Hongkong and China Bakery Company, Limited	\$ 50	\$50
Campbell, Moore & Co., Limited	\$ 10	\$20 buyers
Bell's Asbestos Eastern Agency, Limited	\$ 1	\$1.10
United Asbestos Oriental Agency, Limited	\$ 1	\$10 buyers
Tebraui Planning Company, Limited	\$ 5	\$2 sellers
Hongkong Steam Water-boat Co., Limited	\$ 20	\$104 buyers
China Light and Power Co., Limited	\$ 5	\$8 buyers
Robinson-Piano Co., Limited	\$ 5	\$20 sellers
Manila Investment Co., Limited	\$ 50	\$50 nominal

BENJAMIN, KELLY & POTTS,

Share Brokers.

Telegraph Address—"Rialto"  
Telephone No. 148.

## STEAMERS EXPECTED.

VESSEL'S NAME	FLAG & RIG	CAPTAIN	FROM	AGENTS	Due
Hamburg	G str.	H. Magin	Singapore	Melchers & Co.	To-morrow
Lightning	B str.	J. G. Spence	Singapore	David, S. S. & Co.	Sept. 20th
Gaelic	B str.	Wm. Finch	Japan	O. & O. S. S. Co.	Sept. 20th
Laos	F str.	Riquier	Singapore	Messageries M'times	Sept. 24th
Australian	B str.	P. T. Helms	Port Darwin	Gibb, Lister & Co.	Sept. 25th
Empress of China	B str.	R. Archibald, R.E.	Vancouver	C. P. R. Co.	Sept. 25th
Hongkong Maru	J str.	W. E. Filmer	San Francisco	P. M. S. S. Co.	Oct. 2nd
China	A str.	W. B. Seabury	San Francisco	P. M. S. S. Co.	Oct. 10th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

## Intimation.

UNTOUCHED BY HAND.

# MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, FECKHAM, LONDON, ENGLAND.

## CHINA COAST METEOROLOGICAL REGISTER.

16TH SEPTEMBER, 1901, P.M.

STATION.	HOUR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND. DIRECTION.	FORCE.	WEATHER.
Wladivostock	2 p.m.	29.91	74	—	N	2	c
Tokio	"	29.94	—	—	S	4	—
Kochi	"	29.95	—	—	N	2	—
Nagasaki	"	29.95	—	—	NE	6	—
Kagoshima	"	29.91	—	—	E	4	—
Taihouki	1 p.m.	29.87	—	—	NE	6	—
Taihu	"	29.76	—	—	N	4	—
Tainan	"	29.74	—	—	N	6	—
Koshun	"	29.80	—	—	—	—	—
Pescadores	"	29.80	—	—	NE	10	—
Gutzlaff	3 p.m.	29.03	75	72	NNE	10	—
Sharp Peak	"	29.80	79	63	NNE	10	—
Amoy	"	29.85	87	45	NE	3	—
Swatow	"	29.77	82	—	E	3	—
Canton	"	29.84	93	67	N	4	—
Hongkong	4 p.m.	29.83	82	65	S	3	—
Victoria Peak	"	29.83	—	—	WSW	1	—
Cap Rock	"	29.83	—	—	E	1	—
Macao	"	29.83	88	—	N	1	—
Haiphong	1 p.m.	—	—	—	—	—	—
Manila	4 p.m.	29.69	86	78	S	1	—
Malate	3 p.m.	—	—	—	W	1	—
Bacolod	"	—	—	—	SW	3	—
Hollo	"	29.82	85	—	W	3	—
Cebu	"	29.76	86	—	SW	2	—
Cape S. James	"	—	—	—	W	1	—

17TH SEPTEMBER, 1901, A.M.

Wladivostock	7 a.m.	30.09	59	60	N	1	b
Tokio	10 a.m.	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Niigata	5 a.m.	29.78	—	—	S	3	—
Yokohama	"	29.71	—	—	N	2	—
Osaka	"	29.71	—	—	N	3	—
Kobe	"	29.70	—	—	—	0	—
Yokohama	"	29.76	—	—	NE	10	—
Yokohama	9 a.m.	30.06	75	77	NE	5	cm
Yokohama	"	29.85	78	58	N	3	o
Yokohama	"	29.89	77	69	WSW	3	c
Yokohama	"	—	—	—	—	—	—
Yokohama	"	29.94	80	74	N	2	b
Yokohama	10 a.m.	29.91	82	39	NNE	2	b
Yokohama	"	—	—	—	NNE	4	—
Yokohama	"	29.91	—	—	N	4	—
Yokohama	"	29.94	82	—	N	3	b
Yokohama	7 a.m.	—	—	—	—	—	—
Yokohama	10 a.m.	29.80	88	72	SSW	1	c
Yokohama	9 a.m.	—	—	—	—	—	—
Yokohama	"	—	—	—	—	—	—
Yokohama	"	—	—	—	—	—	—
Yokohama	"	—	—	—	—	—	—
Yokohama	"	—	—	—	—	—	—
Yokohama	7 a.m.	—	—	—	—	—	—



